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Cool Rooms, Comfort of Residents, and the Cuisine a specialty.
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Less old than the above.

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11 Years old: the finest quality shipped.
Each bottle bears an Analyst's certificate.

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a45

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BEWARE OF IMITATIONS.
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Hongkong, 26th October, 1904. a35

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FITTED WITH ELECTRIC LIGHT AND FAN
AT THE DISPOSAL OF AMATEURS
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(Same Premises as Messrs. Ah Chee).
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FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
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CHRISTMAS GOODS. Great Variety.
[a23

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BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
AS CHEAP AS GAS!
FOR PARTICULARS APPLY TO
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EXPERIENCED LONDON CUTTERS
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Hongkong, 31st October, 1904. 34a

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Hongkong, 24th August, 1904. [a1153

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Free from Obnoxious Surroundings.
Boat always in attendance.
Telegrams receive prompt attention.
Visitors to Canton should not fail to secure accommodation before leaving Hongkong.
CHAN CHING KUEN,
Manager.
Canton, 27th October, 1904. [2546

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PORTLAND CEMENT.
Casks of 375 lbs. net $5.00 per Cask ex Factory.
Bags of 250 lbs. net $3.20 per bag ex Factory.
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General Managers.
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A FIRST CLASS HOTEL Situated near the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and Lofty Rooms, Elegantly Furnished
Hydraulic Elevator, hot and cold water throughout.
Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply to the
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Hongkong, 31st October, 1902. [a1

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Dining Accommodation for 300 persons.
Private and Special Dining Rooms.
European Chef and Indian Curry Cook.
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Wines and Groceries specially imported by the Hotel Co.
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Fire Extinguishing Mains and Emergency Exits on every floor.
MODERATE CHARGES! NO EXTRAS!
H. HAYNES,
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KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if required).
Electric Passenger Elevator to each floor.
Table D'Hote at separate tables.
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Hongkong, 10th June 1903. [a1802

MACAO
AND
CANTON
HOTELS.
A LITTLE CHANGE.
THE Round Trip from HONGKONG to MACAO, thence to CANTON and back to Hongkong, will be found interesting and enjoyable.
WM. FARMER,
Proprietor.
[a1026

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(HOTEL-SANITARIUM OF SOUTH CHINA)
MACAO
HAS been re-opened under European management and most strict supervision as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of a few days rest and quiet.
Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.
Macao is 40 miles south-west of Hongkong One steamer (s.s. Heungshan), daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.
Cable Address—"BOAVISTA."
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D. (VIOLET CAPSULE) VERY FINE OLD VINTAGE. A full bodied after Dinner Wine well known and liked all over the East ... ... ... $27.00

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A. S. WATSON & CO.

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ALEXANDRA BUILDINGS. [31



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# The Daily Press.

HONGKONG OFFICE: 14, DESVŒUX ROAD CI.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, NOVEMBER 10TH, 1904.


THAT Germany and Russia should each in its own way attempt to make political capital out of the recent treaty between Great Britain and Tibet is, of course, quite in the nature of things. That China should have sufficient strength of mind to reject their interference is the one satisfactory outcome of the affair. As a fact, though for sufficient reasons China is not mentioned in the British treaty, China has politically been the greatest gainer thereby. For the last ten or twelve years China had been rapidly losing ground in Tibet, and her Amban has found his hold on the Government of the Dalai Lama gradually slipping away. All along the Peking road right up to Batang Chinese influence has come to be persistently ignored, and the Chinese officers find petty obstacles thrown in the way of their free circulation, and every exertion, short of actual insurrection, made to frustrate their measures. Nominally the Amban at Lhassa has extensive control in the administration of government. He is officially on a footing of perfect equality with the chief Tibetan officials, even the Dalai Lama himself; all questions of importance of whatever nature are supposed to be submitted to him for final approval. He has control over the finances and superintends the payment of the native troops: the frontier defences are in his hands, as well as all the relations of the government with peoples outside the borders. He has actually to inspect annually the different garrisons, and none of the higher officials, from the Dalai Lama downwards, can succeed to office without his formal approval. More especially is he charged with the control of Foreign Affairs as they exist in Tibet. The highest ministers of state may not communicate directly with any tribe or nation beyond the frontier. Should any foreign chief or Government address letters to the Dalai's ministers the latter are not authorised to reply, but must send the correspondence to the Amban, whose duty it is in concert with the Dalai to draw up the reply. It is evident that had these regulations been in full working order war between England and Tibet would have been impossible. In the first place there would have been no possibility for Russian intriguants to gain entrance to Lhassa without the direct permission of the Amban, and in the next place the difficulty would have centred at Peking instead of Lhassa. This decadence of power in the Amban is, however, not of recent growth; it had certainly proceeded far when TAO KWANG was on the throne; it had become almost a thing of naught during the reign of the feeble and debauched HIEN FUNG. The extinction of the last remains of feudal dependence in Formosa and Corea has afforded an object lesson to Tibet, so that it is little to be wondered at that it should seek to sever the last traces of dependance. It was under such circumstances that the Government of Tibet were ready to listen to the first overtures from outside which afforded any hope of relief. It was under such conditions that the British Government first sought to open up intercourse with Tibet. Not being anxious to interfere with Chinese suzerainty, it commenced negotiations at Peking, and the Chinese, not wishing to nip in the bud so promising an opportunity of recovering lost prestige, threw few or no obstacles in the way. When, however, the British attempted to put in practice the stipulations of the treaty anot her face of things was seen, and the Tibetans resolutely refused to permit communications to be opened. As the British Government showed no sign of compelling the opening, China, always ready to side with the momentarily more energetic party, openly supported Tibet. Finally a compromise was effected and a Chinese custom house was opened on the frontier; but Tibet was even more loth to submit to this action on the part of China than she would have been to deal with England direct. It was under these circumstances that the Tibetans put themselves in the hands of Russia, who to get a footing in Lhassa were willing to make all manner of promises of assistance in case of need. The Tibetans had yet to learn how little the promises were to be depended on, and there is no doubt that it was through depending on these promises that they declined on one pretext or another to meet the British envoy sent in accordance with their own promises. But although Great Britain could not afford to pass over the implied insult, the Power really most interested in the opening of Tibet was not England, but China, and the first effect of the war has been the re-establishment of Chinese influence at Lhassa, where every care was taken by Colonel YOUNGHUSBAND to make the Amban thoroughly comprehend the true position of affairs. That the position was understood there is no reason to doubt on the part of not only the Amban but the higher Tibetan officials, and a curious testimony of this is afforded by the action of the Amban in immediately on the flight of the Dalai Lama appointing the Teshi Lampo to take the head of the executive. The Regent Galon Sri Rampoche as quickly appreciated the position, and when he discovered that the British had no desire to injure the capital, and had given strict orders against plunder, his influence seems to have been exercised in the same direction. As a matter of fact the British Government, so far from desiring to lessen Chinese influence, was all the better pleased to be free of the responsibility of re-establishing order, and gladly concurred in the action of the Amban; and this in turn rendered the conclusion of the treaty all the more easy. The fact that in the absence of definite instructions from his Government the Amban refused to sign the treaty entered into by the Regent does not militate against this view of the case, but rather seems to indicate that everything was entered into after due deliberation, and that each one engaged thoroughly understood the position. That the Chinese Government itself refused, even after considerable pressure, to make any protest is also a sign that Peking has also seen the advantage to China of the situation. That she should demand that the affair should be thoroughly explained, and appoint a special representative to go to Lhassa, is quite in accordance with the wishes of the British Government itself. There has on the part of that Government, from first to last, been no attempt at concealment, but at the same time it is satisfactory to learn that as far as the stipulations of the treaty with the Tibetan authorities are concerned the British Government insists on their standing. They contain no stipulations antagonistic to Chinese interests, and from the fact that the suzerainty claimed by China is not expressly mentioned it is clear that as China had no representative with sufficient power to bind his Government, there was no possibility of treating with China direct. It is then doubly satisfactory to all concerned that the Chinese Government recognises the position that no interference is sought with its relations with Tibet, and that it is quite prepared to put those relations on a more regular footing than they have occupied for some time. Not less important for our future relations with China is the fact that its Government is able to take a clear purview of the position, and grasp the facts that our interests and theirs in many things, whereof this Tibetan difficulty is only one, are practically identical.

---

Kobe is following Shanghai's example, and arranging for an international walking match. No proposal has yet been made at Hongkong; but perhaps something might be done in chairs.

---

There is much talk in Soochow of the cutting off of the queues. The military officials are very glad of this change, but quite a number of literary men seem to think it is too sudden a change to be good.

---

The *Kobe Chronicle* has seen a copy of a telegram despatched from Yokohama to Kobe, marked urgent, and paid for at the higher rate. It was sent on the 20th October and was delivered in Kobe on the 25th—five days later.

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Concerning the appointment of Chou-fu as Viceroy of Liangkiang, and his subsequent plea of unfitness for such a responsible post, the *Shanghai Mercury's* translator says this last is always done in such cases as a matter of form.

---

They are having "skating dinners" at Raffles', Singapore. The *Straits Times* says that a large crowd of diners skated about after dinner until eleven o'clock on October 29th, both ladies' and gentlemen. The proprietors of the hotel provided the skates.

---

The Japanese Consul at Shanghai seems to have celebrated the Mikado's birthday in quite a marked manner. He gave a big ball and reception at the Country Club, entertaining on quite a lavish scale. A foreigner (Mr. Gardner) proposed the Royal toast.

---

A Japanese who recently posted a petition of appeal in a civil suit, and registered it, is suing the Japanese Minister of Communications for ¥5,000 damages, because the document was despatched as an ordinary letter, and arrived a day too late for leave of appeal to be granted.

---

A good story reached us yesterday, when the mail from Home came in. The proverbial London 'bus conductor was the hero. A cab had collided with the Putney 'bus, and the conductor withered the careless driver with these words: "Call yourself a kebman? You ain't fit to command a Rooshian gunboat."

---

In spite of the war, and consequent decrease of profits, the directors of the Oriental Hotel Co., Ld. Kobe, have paid the customary dividend of twelve per cent, and carried 5,372 *yen* to the reserve. This was because they had "made handsome provision for the future." If the war continue, next year's dividend will be less.

---

The *Times* has allowed one of its correspondents to put on record the theory that no one, Japanese or foreign, can write anything of value of *bushido* unless he happen to be a *bushi*. It is as if no one could know the truth of chivalry who was not a knight. Bushido, like truth, has many sides, but there is no need to affect a mystery about it.

---

In common with many other industries that feed the country's revenue, the mercantile marine of Japan, instead of showing a decrease, shows an actual increase, since the outbreak of war. In January last there were 1,092 vessels under the Japanese flag, aggregating 660,318 tons, while at the end of August the number of vessels was 1,179, and the tonnage 731,558. Of these ships 522 were under a hundred tons burthen.

---

The *Kobe Chronicle* reports that the British steamer *Ohio*, which recently left the Hokkaido with a cargo of railway sleepers, stranded on the 22nd ult. at the entrance to the port of Chinnampo, Corea. The steamer foundered at 1 o'clock on Wednesday afternoon, and her back is said to be broken. Only a portion of the cargo was saved. The agents of this steamer, which was of 3,976 tons gross, are Messrs. Samuel, Samuel & Co.

---

Commenting on some features of the trade of Japan for the first six months of this year, the American Consul at Yokohama notes that an association is being organised by the chambers of commerce of several Japanese cities for the promotion of trade with China by means of commercial museums. An effort will be made to induce the Japanese Government to erect suitable buildings in China and rent them to the association for the display of Japanese goods. The plan which they have outlined for acquainting the Chinese with the merits of Japanese wares is more complete and systematic than anything which has been done by other nations in Japan.

---

The Dairy Farm Company's eighth ordinary yearly meeting takes place in the Company's town office, 2, Lower Albert Road, to-day at 3 p.m.

---

After a fight in Queen's Road on Tuesday evening an Indian was admitted to the Civil Hospital with a nasty wound above the temple. It appears that a Spaniard attacked him with a knife, inflicting a wound about four and a half inches in length. The police are reticent about it.

---

On Thursday night a small fire occurred on the Indo-China s.s. *Wo Sang*, then lying off Jardine's Wharf. The fire broke out in the second officer's cabin. Flames burst through the port hole and set fire to the overhead awning, which, with the spars, was burnt down; the deck, also, was slightly charred. The second officer's cabin was completely gutted. The crew set to work and subdued the flames in a very short time. The Fire Float arrived after the fire was extinguished.

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For over a year the *Straits Times* has aired the grievance of Li Min, a coolie who was imprisoned and persecuted by the governing authorities of British North Borneo. Mr. Henniker Heaton, M.P., asked questions about it in the House. Our contemporary now announces that the man has been released, and compensated with two hundred dollars. Our contemporary comments:—"We only hope that this enquiry and its outcome—regarding which we have so far learned absolutely nothing official from the Borneo authorities—may be the harbinger of a good time coming when the Empire will take over the administration of the Colony from the hands of the Chartered Company."

## STABBING AFFRAY.

A row occurred at a Chinese restaurant in Hollywood Road on Tuesday night, and a Chinaman implicated was admitted to the Government Civil Hospital in a serious state yesterday morning.

Several friends were enjoying themselves at a Chinese dinner, and it appears that two of their number were partaking liberally of samshu.

The fumes of the wine mounting to their brains made them quarrelsome, the result being a free fight. One man was admitted to the Hospital, having received a severe wound in the lower part of the abdomen. The other was arrested yesterday, and will probably be brought into court this morning.

## THE LATE CHAN A TONG.

The body of the late Mr. Chan A Tong, whose death notice appeared in our last issue, was buried yesterday afternoon. Many friends were present at the funeral. Mr Chan A Tong has been the leading contractor in the Colony for many years. It was he who contracted to build the Tytam Reservoir, one of the greatest undertakings in the Colony. He contracted with Messrs. Punchard and Lowther regarding the Naval Yard extension; built Central Market; and contracted for the new Post Office and the new Law Courts. At one time he was reputed to be a very wealthy man, but subsequently it is said he lost large sums of money in shipping business. He was a quarry farmer for many years, supplying a very great part of the granite used for public works. He was 59 years of age.

## THE INTERPORT TEAM.

The P. & O. S. S. *Manila* arrived from the North yesterday morning with the remaining members of the team to represent Shanghai in the Interport Cricket series. There were Messrs. F. D. Potter, H. R. Parkes, J. M. Drummond, V. H. Lanning, O. V. Lanning, T. Wallace, S. Wallace, G. C. Dew and C. E. Dunman. Messrs. Moule and Turnbull arrived previously. The Singapore team arrived by the s.s. *Preussen* in the afternoon. Some of the visitors are guests of members of the Hongkong Cricket Club; others of the Hongkong Club. They were met by Mr. A. R. Lowe, the secretary of the Hongkong Cricket Club.

Mr. William Farmer advertises that a grand stand is being erected, for the accommodation of the public, at the south-east corner of the Cricket Ground. There will also be a refreshment bar, with tiffins, teas, and other comforts.

## CRICKET.

A match was played yesterday between teams representing the Kowloon and Army Ordinance Corps Cricket Clubs, the result being a win for the former team by nine runs:

The scores were as follows:—

KOWLOON CRICKET CLUB.

| | |
|---|---|
| W. Dixon, b Skinner | 55 |
| Cross, c Bromley, b Bradford | 0 |
| Clelland, b Bradford | 30 |
| Hanop, b Bradford | 0 |
| Lightfoot, b Bradford | 8 |
| Herton, b Bradford | 0 |
| Lapsley, c and b Skinner | 2 |
| Swan, c and b Bradford | 4 |
| Robinson, b Skinner | 1 |
| Scott Cranston, run out | 0 |
| Robinson, not out | 0 |
| Extras | 10 |
| Total | 110 |

ARMY ORDINANCE CORPS.

| | |
|---|---|
| Webb, c Robinson, b Dixon | 24 |
| Thurlow, b Dixon | 8 |
| Edwards, c and b Herton | 1 |
| McGibbon, c and b Herton | 7 |
| Skinner, b Dixon | 15 |
| Bradford, not out | 34 |
| Olive, b Dixon | 0 |
| Bromley, c Lepsley, b Dixon | 1 |
| MacLean, c Lepsley, b Dixon | 1 |
| Merritt, run out | 4 |
| Bilton, b Dixon | 2 |
| Extras | 4 |
| Total | 101 |

# TELEGRAMS.

["DAILY PRESS" SERVICE.]

## PRESIDENT ROOSEVELT RE-ELECTED.

LONDON, 9th November.

President Roosevelt has been re-elected President of the United States of America by an overwhelming majority.

[REUTER'S SERVICE.]

## MURDER OF A RUSSIAN OFFICER IN MONGOLIA.

LONDON, 7th November.

Col. Bogdonoff and his three companions, who were sent by Admiral Alexieff into Mongolia, ostensibly for exploration, have been found murdered.

## REGISTRATION OF CHINESE PARTNERSHIPS.

The following letter, written to the *Straits Times* by "An Importer," has particular interest for Hongkong at the present time: Sir,—I have read with great interest your leading article anent Mr. Saunders' report on the working of the Bankruptcy ordinance. I fail however to come to the conclusion, arrived at by you, that a registration of partners would ameliorate the financial conditions of the bazaar. One must not overlook that these cases which come before Mr. Saunders form only a minimum percentage of the trade of this place, and before rushing into legislation it behoves merchants to consider the position. Trade, as everybody will admit, is most flourishing when there is abundance of capital, and scarcity of money acts reversely on business. It is therefore in the interest of merchants to attract as much outside money, earned either on a plantation or in mining or any other way, to the exploitation of the bazaar-business and, to put difficulties in the investor's way is equivalent to retarding trade by diminishing the capital that would otherwise be available for its purposes. I assert that a compulsory registration of partnership would be considered such a difficulty by the Chinese community, and it would keep out a lot of capitalists who dread an unlimited liability in a firm in the management of which they have little to say. We shall then have the same impasse that existed before the creation of the limited liability company at home, and without doubt Chinamen would quickly realize that their salvation would be in a wholesale conversion of their chops into limited liability concerns. This would be Mr. Saunders' "Utopia" as everything would be smooth working in winding up a concern of legal standing. But, and this is a large but, would it benefit the *trade*? I think not. We would have as many failures, if trade was bad, and assets would not become any larger. I even go so far as to say that at present, partners very often keep a concern floating by putting in more money or by lending their credit of a different chop in bad times, and if business improves Mr. Saunders will never make the acquaintance of that particular concern. Had it been a limited liability company to which this registration of partnership will lead us, the chop would never have a chance of getting on its legs again. My personal belief is that as far as *Chinese* chops are concerned, a registration of partnerships will not be a blessing. Failures will occur on credit business, and people who do not want to run this risk have the option of trading on a cash basis. If everybody would consent to this there would be no need of registration of partners.

## TRADE MARKS.

At the meeting of the foreign Ministers at Peking regarding trade marks regulations Mr. Uchida, the Japanese Minister, and Dr. Mumm, the German Minister, maintained their respective views and would not give way, and the British Minister, Sir Ernest Satow, is mediating between the two Ministers. The Editor of the *Eastern Times*, commenting on the news, says: The German Minister argues that (1) the fees for registration are too high, (2) the classification of goods is too minute, (3) Chinese officials do not know how to operate the regulations, (4) the date of enforcement is too soon. However these reasons given by the German Minister are only the apparent ones, and the real reason for the German objection is that all the goods imported by Germany to China are merely imitations of foreign goods other than German, and the Germans are using many trade marks similar to the genuine goods, and in case the present regulations come into force the German trade in China will be greatly affected, and that is the actual reason why the German Minister wishes to postpone the enforcement of the regulations for a year or at least for six months if necessary. Again the German Minister objects to the fact that the regulations have been compiled by a Japanese expert and are more convenient for the Japanese than anybody else. The Japanese Minister maintains the view that the Japanese merchants have already sent in applications which were in the hands of the Chinese Authorities on the day of the operation of the regulations, namely on the 23rd October, and the matter cannot be postponed in any case. The affair of trade marks regulations is merely a matter of the internal administration of China, and it is not a matter for the interference of the Powers, etc.

# THE WAR.

[REUTER'S SERVICE.]

## THE RUSSO-BRITISH CONVENTION.

LONDON, 7th November.

Great Britain has proposed three additional articles to the Convention, providing for legal assessors, a division of the expenses of the Commission, and for the decision to be arrived at by a majority and not necessarily a unanimous one.

## A "DEAR SQUADRON."

LONDON, 7th November.

The Tsar telegraphed to Admiral Rozhdestvensky before he sailed:—"My heart is with you and your dear squadron; the eyes of Russia are upon you."

## GERMAN OPINION.

According to an article in the *Deutsche Revue*, attributed to a prominent statesman, and dealing with the situation in the Far East, it is not likely that Russia will make the first proposals for peace seeing that Japan provoked the war; and Russia will fight to the death until Japan sues for peace. On the other hand, the Japanese Government will not dare to sue for peace until the Russian forces have been driven out of Manchuria. Altogether, the article in question is in favour of Russia. Thus, the author says that Russia will demand naturally entire satisfaction for the "perfidious manner in which peace was violated by Japan last January, and also guarantees which will render such attacks impossible in future." Meanwhile, nobody in Russia is dreaming of peace; in fact, no proposals made by Japan would be anything but senseless if they are made before a victorious Japanese army has entered Moscow, and even though Port Arthur fall, and General Kuropatkin meet with further reverses, and the Russian Navy suffers defeat again and again, yet peace will be brought no nearer thereby, for Russia alone can dictate the terms of peace, and it will never permit Japan to dictate them. This is the reason that the war may be prolonged for three or four years without Russia changing its view, for Russia possesses all the means for carrying on the war for some years. The near future will show the world if Japan can make good continually its losses in men, and can bear the financial ruin brought on by years of warfare. "If it should turn out after the war that Port Arthur should be in the hands of Japan, it goes without saying that a peace signed under such conditions would not be a peace, but only a cessation of warfare for a time, for Russia cannot, and ought not, to receive peace from the hands of Japan unless it wishes to lose its power and standing in the world at large." Finally, "The Yellow Peril can be warded off, at least for some years, only by a striking defeat being inflicted upon the Japanese."

## THE EMPRESS OF CHINA.

"In front of her was a high table covered with yellow silk on which were set two vases filled with chrysanthemums, and between them a glass containing a carved coral sceptre of exquisite workmanship. It was not until the Empress-Dowager pushed aside this glass, in order to stretch forward and shake hands across the table with the ladies who were presented to her, that I had an opportunity of really studying this remarkable woman of whom I have heard and read so much. She sat upon a kind of Turkish divan covered with figured Chinese silk of a beautiful yolk of egg colour; being low of stature, her feet (which are of natural size, she being a Manchu) barely touched the ground, and only her head and shoulders were visible over the table placed in front of her. She wore a Chinese coat, loose and hanging from the shoulders, of a diaphanous pale blue silk material, covered with the most exquisite Chinese embroidery of vine leaves and grapes. Round her neck was a pale blue satin ribbon about an inch and a half wide, studded with large lustrous pearls, pierced and sewn to the ribbon. Her head was dressed according to the Manchu fashion, the hair being parted in front and brushed smoothly over the ears, to be afterwards caught up at the back and draped high and wide over a kind of paper-cutter of dark green jade set, like an Alsatian bow, crosswise on the summit of the head. The ends of this paper-cutter were decorated with great bunches of artificial flowers, butterflies and hanging crimson silk tassels. Her complexion is that of a North Italian, and, being a widow, both cheeks are unpowdered according to Chinese custom in such cases. Her piercing dark eyes when not engaged looking at the ladies roved curiously about amongst her surroundings. Her age is sixty-eight, as she told us herself, but her hair being dyed jet black, and most of it artificial, her appearance is that of a much younger woman. Her hands are long and tapering, and like those of many Chinese women, very prettily shaped, but they are disfigured by the curious national custom of letting the nails grow inordinately long. The nails of the two smaller fingers of the right hand were protected by gold shields which fitted to the finger like a lady's thimble and gradually tapered off to a length of three or four inches" —From Lady Susan Townley's "Chinese Note-Book."

## THE KING'S BIRTHDAY.

CELEBRATIONS AT HONGKONG.

Yesterday being the King's Birthday was observed as a public holiday. All the Government offices, the exchange banks, schools and most of the mercantile firms were closed. The day was favoured with glorious weather: the sky was perfectly cloudless in the morning; and the atmosphere was cool and very agreeable. British and foreign ships in harbour, almost without exception, were gaily decorated with bunting. At an early hour Hongkong presented a very active appearance: holiday makers crowding towards Happy Valley to see the King's Birthday Review. Rickshas were practically unobtainable at the ferry landing and other centres, while the tramcars were crowded. Passing Ah King's slipway numerous sailing boats were seen making a departure from the anchorage. Some yachtsmen were out practically all day. The Royal Standard was hoisted at Head Quarters House, and the Union Jack on board the hospital ship *Meanee*. At Kowloon Police Pier the military authorities were busy embarking troops. This work was performed with remarkable smoothness: horses, etc., had been sent over on the previous day. The troops quartered at Hongkong, several companies of bluejackets and marines, and the Hongkong Volunteers as they marched to the Happy Valley added colour to the already gay appearance of the city.

THE PARADE.

The troops were reviewed at Happy Valley by His Excellency Major Sir Matthew Nathan, K.C.M.G. The picturesque parade ground presented a most striking appearance. The Jockey Club's various stands were occupied by numerous holiday makers of both sexes, while, below, at the rear of the saluting point, were numerous others. On either side, immediately at the rear of the saluting base, the more favoured few had seats provided for them, by courtesy of Head Quarters' Officers. The troops were drawn up in two lines in the following order, commencing from the right: The Saluting Battery, Bluejackets, Marines, Royal Garrison Artillery, Royal Engineers, First Company of Sherwood Foresters (The Derby and Notts Regiment), Hongkong and Singapore Battalion of Royal Artillery, Hongkong Volunteer Corps, the 110th Mahratta Light Infantry, the 93rd Burma Infantry, and the 114th Mahrattas. The massed bands of the various regiments were drawn up on the right rear of the second line, under the baton of the Bandmaster of the First Sherwood Foresters. His Excellency Major-General Villiers Hatton, C.B., the officer commanding His Majesty's Forces in Hongkong and South China, accompanied by his staff—consisting of Capt. E. S. Ward, A.D.C. to his Excellency; Major A. A. Chichester, D.S.O., Chief Staff Officer; Major R. G. Ross, D.A.Q.M.G.; Lieut.-Col. Kent, officer commanding the Royal Garrison Artillery, and a trumpeter—awaited the arrival of His Excellency the Governor. At about five minutes to ten His Excellency Sir Matthew Nathan entered the enclosure, mounted on a beautiful chestnut horse: he was dressed in a grey suit and hat, and looked every inch a cavalryman. He was accompanied by the following *Aides de Camp*: Capt. Smith, R.A.; Capt. Hodgson, S.F.; and Jemadar Bal Kaishna Ras, of the 110th Mahrattas. On their approach to the Saluting Base the Royal Standard was unfurled. The General Officer Commanding Troops and his staff were stationed about thirty paces in front of the troops. As soon as the Vicerogal party took up their position at the saluting base His Excellency Major-General Villiers Hatton issued the command "Division will come to attention and slope arms"—"Division Royal salute"—"Present arms." The band thereon struck up the first stanza of the National Anthem, at the conclusion of which the order was given to resume the position at the slope. At this stage, while His Excellency the Governor was proceeding towards the troops for the purpose of inspecting them, a diversion was caused by a staff officer's horse becoming very restive. After butting up against the Governor, and others of the party, the officer wisely decided to discard his scabbard and sword, which was evidently the cause of the mischief. His Excellency inspected the troops with the eye of one evidently well versed in military matters. After the inspection, which met with His Excellency's approbation, the division fired a *feu de joie*. Unfortunately the effect was slightly marred by the discharge of a few offending rounds before their time. This was followed by another Royal Salute similar to the previous one. The division then came to the order, removed their head dress, and, taking their time from the General Officer Commanding, gave three ringing cheers for His Majesty King Edward VII., numerous spectators taking up the cry. This was followed by the march past; the order was as follows: Signallers from each detachment formed into one company, General Officer Commanding and staff, and the various companies in the same order as given when drawn up in line—excepting, of course, the saluting battery. It would be invidious for us to draw comparisons, but special praise is due for the admirable way in which the Naval Detachment performed their various evolutions. We should certainly have liked to see a larger muster of the Hongkong Volunteers, who acquitted themselves in a soldier-like manner. The Naval Detachment was under Capt. Leslie C. Stewart, C.M.G., M.V.O. (H.M.S. *Vengeance*), and the other detachments under their various commanding officers. The massed bands played selections for each individual detachment—their own regimental march. The sailors and marines marched to the tune of "Life on the Ocean Wave," and our own volunteers to that of the "Grenadier Guards." Several companies received the acclamation of the onlookers. At the conclusion of the march past the officers and colours took post in review order. Division came to the slope, and then there was a repetition of the salute. Afterwards His Excellency left the parade ground, the troops marched off, and the crowd dispersed.

THE GENERAL'S RECEPTION.

During the afternoon Major-General Villiers Hatton held a reception at Headquarters, at which many visitors attended. Amongst those present were His Excellency the Governor and his aides-de-camp, several British Army and Naval officers, German naval officers and many civilians.

GOVERNOR'S LEVEE.

In the evening His Excellency entertained some fifty guests, heads of departments, &c., to dinner at Government House, and afterwards held a general reception. The grounds were prettily decorated with a profusion of Japanese lanterns, while the interior of the house was gaily adorned with greenery and bunting. This showed particularly to advantage under the electric light.

His Excellency was seated at the head of the hall, where he received individually a large number of guests of both sexes. After the reception, the guests either strolled about the premises admiring the decorations, or betook themselves to the hall below, where light refreshments were dispensed.

The decorations on the staircase are deserving of special mention, drooping palms forming an archway into the reception room. Around the flower pots on either side clusters of maiden-hair ferns were prettily arranged.

After dark last night, H.M.S. *Vengeance* in harbour was illuminated with electric lights. One of the German ships had illuminated, a big "E" surmounted by a crown.

## THE STRANDING OF THE "SWANLEY."

A Marine Court of Enquiry was held at the Master Attendant's office on October 31st into the stranding of the coolie ship *Swanley*, which struck on an uncharted reef near the Natuna Islands. Mr. E. C. Howard, the Senior Magistrate, presided, and the Court consisted of Lieut. Holmes, a naval officer, and Captains Tait and Symmers.

Mr. Farrer, the Deputy Public Prosecutor, conducted the enquiry for the Crown, and Mr. R. W. Braddell watched the case on behalf of the Captain.

Capt. Dawson was the first witness examined. They left Chin Wan Tao on September 24th bound for South Africa. On 3rd October at 6.25 p.m. they were two miles westward of an island, passing through the central channel. At 7 p.m. they took the bearings. They altered the course to S.W. At 7.27 they struck on an uncharted reef or coral patch. The vessel's speed was about 11¾ knots. He expected to find twenty-five fathoms there. All the boats were lowered and the engines put full astern. The ship was then put slow ahead. He fired signals for assistance and ascertained the damage to the vessel. He sounded round the vessel, but could not get two soundings to a fathom. The ship was not making any water. Three tanks were filled with salt water. They tried to reduce the water, but it was impossible. They took soundings round the vessel and got from 14 to 24 fathoms. The ship was drawing about 19 feet at the time. He had the ballast tanks pumped out, but it did no good. The sea was calm, but there was a slight swell. An anchor was put down. They jettisoned the coal. The ship was bumping all the while. The ship was made as tight as possible and the pumps kept the water down. On Wednesday the weight of the boiler and the bumping caused the plates to give. They repaired the damage as much as possible and sent a boat away in charge of the second officer to look for an anchorage. They got the ship off the reef on Thursday and anchored her. All the coolies, except one hundred, were landed on Friday. On Saturday they landed fifteen days' provisions and also landed a few officers to look after the coolies. On Sunday morning they sailed for Singapore at about four knots. They arrived at Singapore at 6.30 p.m. on the 11th. The compass was correct. When on the reef he took the bearings as also did the second officer. On the morning after his arrival he reported the matter to the Master Attendant. The second officer had been sent to Hongkong to assist the *Courtfield* (which had gone to take the coolies off) in finding an anchorage. The first officer had been paid off, but the books had not been signed. Witness had told the chief officer in a different part of the Shipping Office that he had permission to pay him off, but this was a misunderstanding. The first officer was on duty on the night of the stranding. The lookout man, a Chinaman, had deserted, as also had a Chinese quartermaster who was at the helm on the night in question. He had taken out a warrant for their arrest at the instructions of the Master Attendant.

Mr. Braddell put a few questions to Capt. Dawson as to the position of the reef.

This witness was most difficult to follow. He spoke in a peculiar guttural undertone.

By the Court:—He had never been through this passage before when in a passenger ship. He had been in sailing vessels and cargo boats.

H. Brown, the first officer, was then called. He was on duty at the time of stranding. Witness proceeding to give the course of the vessel: About 7.27 the ship struck a reef and became fast. The engines were put full astern and the boats were got out. The speed was about 11 knots. Witness was on the bridge and the captain was seeing the course. The ship was making water in No. 1 and 2.

This witness did not appear to understand the questions put by the Deputy Public Prosecutor. Owing to his peculiar pronunciation it was almost impossible to follow his evidence. The Court also appeared to find it difficult to hear this witness.

Witness was understood to say that he had not been through this passage before.

Mr. Braddell had no questions to ask.

In answer to the Court, witness said he did not remember if he took bearings or not on a certain date. The Captain was looking at the chart when the vessel struck.

J. Edwards, the chief engineer, also gave evidence as to the working of the engines.

W. Johnston, second engineer, also gave evidence.

The Court notified the Deputy Public Prosecutor that they did not require the evidence of the other engineers.

The Court asked if there was any evidence as to the condition of the coolies on the island.

Mr. Farrer said that the gunboat which went to the Island had not returned yet.

Capt. Dawson said he had received letters from the overseer.

The Court said that there was so much other evidence that it was desirable to hear that they might adjourn the case.

Mr. Farrer agreed to this.

The enquiry was adjourned till November 22nd.—*Straits Times.*

## JAPAN'S WAR BILL.

The rate of expenditure according to the latest advices (said a recent City article in the *Times*) is now not more than about 420,000,000 yen (£42,000,000) per annum, or a little over £80,000 per week. This reduction in the estimated cost has been rendered possible owing partly to the greatly improved facilities for supplying the armies resulting from the completion of the alteration of the gauge of the railway from the coast to Liaoyang and its equipment with adequate rolling-stock, combined with the accumulation of abundant stores at the ports used as bases. It has been found possible recently to reduce the number of hired vessels employed in the transport service, and, generally, the work of keeping the field forces well supplied with all they need has become less expensive than it was two months ago. No doubt the availability of the Liao River as far as Liaoyang since the retreat of the Russian forces to the north of that place has also tended to reduce the transport difficulties of the Japanese and *pro tanto* to diminish expenditure. So far as can at present be seen the task of providing the armies with stores will not be increased materially in the near future, at any rate until Mukden has come into Japanese hands, though, of course, if the strength of the forces operating in Manchuria is increased the cost will also increase. The approach of winter will make the river route impracticable. What may be called the currency requirements of the armies in Manchuria—that is, the Japanese notes circulating there—have, it is believed, reached their *maximum*. About 50,000,000 yen (£5,000,000) have been issued by the Government in "war" notes, and the total appears to be sufficient to enable all "retail" payments at the seat of war to be met. The convertibility of these notes, which are accepted readily by the Chinese traders and shopkeepers, has been effectually secured by the despatch of over 30,000,000 yen of silver coin to Manchuria. This sum will be gradually brought up to 40,000,000 yen. The silver for this purpose has nearly all been bought in San Francisco, and paid for by drafts on London. A certain amount of small silver came from Japan itself early in the war, and in some parts of the country, which have thus been denuded of currency, especially 5 c. pieces, a slight degree of inconvenience has been felt. Representations to Tokyo have been made on this subject by provincial authorities, and we understand that, as soon as the mint has completed the coinage of all the silver referred to above as needed in Manchuria, their wants will be attended to. It had been hoped that after the establishment of the Japanese gold standard in Formosa considerable amounts of silver coin would have become available for export to the seat of war, but apparently the people of that island have not yet become accustomed to the new monetary arrangement and have continued, so far, to retain, and even to hoard, the silver. No doubt they will gradually perceive the advantages of the new system when they have got used to the Japanese note currency, but their unwillingness to take to it at once is not surprising.

## BIG YOKOHAMA LIFE INSURANCE CLAIM.

In the Yokohama Court on the 24th October was heard a suit instituted by Mr. Miyamoto Kumasaburo, of Kagawa-ken, against the Yokohama branch of the New York Life Insurance Company, claiming from the latter the payment of 25,000 yen insurance money. Mr. Hiraoka, Counsel for plaintiff, reports the *Japan Herald*, stated that Miyamoto Tamesaburo, a relative of the plaintiff, concluded an insurance contract with the defendants on November 20th, 903 and paid 203 yen as premium for the period from that date until March 2nd, 1904. Tamesaburo died on November 30th, at 9 a.m. Accordingly, an application was made to the defendants for the payment of the insurance money. The defendants did not pay the money, and the present suit was instituted. Counsel for plaintiff produced various documentary evidence. Dr. Masujima, Counsel for defendants, applied to the Court for an adjournment in order to make fuller investigations before giving a reply to the plaintiff's statement.

The hearing (as is usual in Japan) was adjourned for a few months. No Japanese Court ever decided a case in less than three months.

## STEAMER MOVEMENTS.

The steamer *Catherine Apcar*, from Calcutta, left Singapore for this port on the 8th Nov., p.m.

The C.P.R. steamer *Tartar* arrived at Nagasaki at 10 a.m. on Tuesday, the 8th Nov., and left again at 4 p.m. same day for Kobe, where she is due to arrive at 6 a.m. on Thursday, the 10th Nov.

## PARIS.

[FROM OUR CORRESPONDENT.]

Paris, 13th October

FRANCE AND SPAIN.

It is well that every cloud has a silver lining. The relations between France and Spain, which have been somewhat strained of late, have once more, thanks to the tact and ability of diplomatists, become friendly. Every effort was made to disperse the black clouds before the King of Spain came to Paris. Though France and Spain are friends again, the young Spanish monarch has thought it wise to postpone his visit until certain points are cleared. Morocco is not apparently the only bone of contention as many erroneously imagine. The reason why negotiations between the two Governments were reported to be interrupted is that apart from the subject of Morocco, certain questions have arisen which are difficult of solution, and no approximate date can be given for their final settlement. However, it is confidently expected than an agreement will be arrived at during the winter months, so as to enable King Alphonso XIII. to visit Paris early next spring. All will depend, as already observed, on the rapid settlement of the questions at issue. His Majesty, who is anxious to make the acquaintance of Parisians and *vice versa*, feels not a little sorry that he had to postpone his visit, but sincerely trusts that he will have no occasion to do so again. King Alphonso is due in London towards the middle of next month. It is hinted here that certain foreign influences have been brought to bear on the Spanish Cabinet, and that these have hindered the arrival at a settlement. Both the Spanish Ministers and the Spanish people are anxious for a definite solution as well as a continuation of the good relations between the two countries. This unanimity of opinion will greatly assist in bringing about a friendly arrangement. No one expects the cloud which has cast a shadow over the relations of France and Spain to burst.

AN UNPLEASANT INCIDENT

occurred here a few days ago, when the Spanish Consul broke some seals placed by a French magistrate on the residence of Senor Jaffro, a Spaniard living in the Rue Marivaux. The gentleman in question had, it appears, procured a number of valuable decorative objects from Spanish and Parisian shopkeepers, who had not been able to secure payment. The legal authorities were consulted, and a Magistrate sealed the doors of the flat in the usual way, at the same time informing the Consul. The latter requested the Magistrate to remove the seals, so that he might take an inventory, but was met with a refusal. The Consul then went to the Rue Marivaux, broke the seals, and entered the flat, afterwards placing his own seals on the doors. The Magistrate on hearing this acquainted the Foreign Minister, who duly communicated with the Spanish Embassy. The affair is but a trivial one, but happening as it does, when the two Governments are not on the best of terms, matters may become a little serious. The manner in which M. Combes treated the monks and other religious persons has been keenly felt by the Spaniards—who are devout Catholics.

THE MARSEILLES STRIKE.

The Marseilles strikers have lost all public sympathy since they have so foolishly refused to accept the judgment of the arbitrators, and so bring the critical state of affairs to a close. By such an unwise decision the men, it must be admitted, have acted very much the part of spoiled children who, when unable to get exactly what they want, refuse to take anything else, and have consequently to suffer for their obstinacy. The outcome of the men's refusal to abide loyally by the conclusions of an arbitrator to whom the dockers of Marseille had voluntarily agreed to submit the points at issue between themselves and the shipowners and transport companies will be very serious. Numerous firms have already removed their headquarters to foreign ports; not a day passes but this compulsory example is followed by other commercial firms who can no longer afford to allow patriotism to outweigh private interest. The settlement of the difficulties are more remote than ever now—hence why it is useless to remain at Marseilles under the circumstances. Now, the principal point of difference between the employers and the strikers is the right claimed by the former to make engagements without distinguishing between union and non-union labourers. This right is founded on the agreement entered into at the time of the labour troubles twelve months ago, and the arbitrator in his judgment upheld the view of the employers. When the decision was read before a meeting of the dockers, a vote was taken which resulted in a rejection of the ruling, and the passing of a resolution to continue to refrain from re-starting work until the masters gave way.

Such is the present position of affairs at the southern port at the present moment, with the additional complication that the dockers' committee have resigned in a body as a protest against the disloyalty of their comrades. Marseilles will never again, it is believed, regain its former prosperity; meanwhile the quays and docks present a most pitiable spectacle, as may be readily imagined; there are hundreds of vessels lying there still unable to load or unload.

THE SUN OF CHRISTIANITY SETTING.

The newest feature of French life, brought about by the conflict with the Church, is the civil "christening." One of these ceremonies is just reported from Pithiviers, hitherto only celebrated for its honey and lark-pies. A baby was brought before the Mayor a few days ago for "baptism." It was accompanied by the usual procession, including "godfather" and "godmother," who declared to the official that they would "engage" to watch over the bringing up of their "godchild," apart from any religion, but seeing that it was given the proper notions of morality, justice, and humanity necessary to every member of a civilised and republican community."

IN HONOUR OF ZOLA.

The proposition to purchase the house where the late Emile Zola was born, and to transform it into a public monument to his memory, is likely to be carried out, as the idea is warmly supported. The house in question is situated at Médan, and is the goal of an annual pilgrimage of the admirers of the great writer. Owing to the fact that the structure is in imminent danger of being sold to a private purchaser, who most probably will make considerable alterations in its appearance, M. Alfred Bruneau has called on all good Republicans to subscribe their mite to the sum necessary for its purchase. The celebration of the second anniversary of the death of Emile Zola next Sunday promises to be a very imposing ceremony, when a procession consisting of delegates from all the Republican societies and workmen's unions will pass before the house where he died in Paris, in the Rue de Bruxelles, and also before his tomb. The habitation of Gambetta, it will be remembered, was saved in a similar way from spoliation: it is only right to accord a similar honour to the founder of the Ligue of the Rights of Man. Zola did as much by his writings for France as the brilliant statesman did by his oratory. Having battled equally in the cause of the people, France is proud to allude to Gambetta and Zola as two of her greatest sons.

STUDENTS' RUMOUR.

Paris students have strange ways at times of what they call "burying their bachelorhood." One of the weirdest scenes witnessed for some time in this capital occurred at 2 a.m. last Thursday in the Rue de Montreuil, when half a dozen men, each bearing a lighted candle, marched bareheaded behind another individual carrying a small coffin surmounted by a cross. As they walked along they droned out a mournful dirge, varied at intervals by the chorus of the latest music-hall song. Encountering a police patrol, explanations were requested. In reply, the mourners burst out laughing, and told the officer that nothing was wrong, beyond the fact that the man who led the procession was to be married next day, and they were keeping up the event in jovial style. On the coffin being opened, a lock of the young lady's hair and half a dozen love letters were found. The police inspector being accustomed to such jokes, dismissed the students, and cautioned them not to disturb the neighbourhood again in such a manner.

CIVIC COURTESIES.

The visit—a short and sweet one—of the Mayor and Corporation of Brighton to Dieppe turned out a first-class success, and has, it is considered, strengthened still more the friendly feeling between France and England. The reception could not have been more cordial on the part of the municipality and population of Dieppe. The town was profusely decorated from end to end with intertwined British and French flags: wherever the visitors went they were received with true hearty cheers. The costumes worn by the visitors aroused considerable curiosity. A banquet was served in the Chamber of Commerce, at which the happiest of short speeches were delivered. A message was sent to King Edward at Balmoral assuring him of the homage and respect of those assembled, a royal reply being received and read before the members of the two municipalities left table. The special performance of *Carmen* given at the theatre was much enjoyed, as were the visits to surrounding places of interest.

THE NATIONAL BIRD.

The recent competition of cockcrowing held at the International Agricultural Exhibition, in the municipal conservatories on the Cours de la Reine, proved extremely interesting. The novelty is intended to supplant cock-fighting. The competitors were cocks, whose respective powers (of the various breeds) of crowing were duly tested, and judged by a jury of experts. Gamblers were allowed to "back their fancy."

THE POET AND THE YELLOW PERIL.

The letter which that eccentric poet M. François Coppée has written to the *Libre Parole* once more invoking the bogey of the "yellow peril," and strongly urging his countrymen not to treat the subject in a light vein, has not exactly produced the sensation one expected. According to M. Coppée Russia will be victorious in the present war! At least he retains the belief that she will. Suppose she does not win? "Let us imagine," continues the poet, "the Japanese established on the Asiatic Continent. Undoubtedly, although intoxicated by their victory, they will be so exhausted by their losses and by their efforts that they will require some rest; but time repairs everything, and puffed up with pride, the yellow race, both at Tokyo and Peking, will have but one dream; first, to throw all the Western barbarians into the sea, and then—who knows?—to take the old road from the East to the West in armoured trains and ironclads." Such is M. Coppée's opinion of the war—and its consequences.

XMAS IS DRAWING NEAR.
THE MOST ACCEPTABLE FORM OF
GREETING
IS A LOCAL VIEW TAKEN BY YOURSELF ON A
XMAS SLIP-IN MOUNT.
LONG HING & CO.,
PHOTO GOODS DEALERS,
17A, QUEEN'S ROAD,
(Same Premises as Messrs. Ah Chee).
Hongkong, 10th November, 1904. [38

PO CHEUNG & CO.
昌寶
FURNISHERS AND UPHOLSTERERS.
14, QUEEN'S ROAD CENTRAL.
OFFICE AND HOUSEHOLD FURNITURE,
GENERAL DOMESTIC GOODS, &c.
ORDERS EXECUTED PROMPTLY AND PUNCTUALLY.
TELEPHONE 460.
Hongkong, 1st November, 1904. [a1708

TRADE MARK.]
TELEPHONE No. 135.
HAVE YOU TRIED
"YEBISU"
THE FAMOUS BEER OF JAPAN.
THIS IS A
PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION
$16.00 PER CASE OF 8 DOZEN PINTS.
SOLE AGENTS
H. PRICE & CO.
12, QUEEN'S ROAD CENTRAL.

ROBINSON PIANO CO., LD.
NEW IRON FRAMED PIANOS
$425.00
GUARANTEED FOR CLIMATE.
MASTER PIANO PLAYERS
$385 AND $500
PLAYING ALL THE NOTES OF THE PIANO $650
PERSONALLY SELECTED PIANOS BY
BECHSTEIN.
KAPS.
HOPKINSON.
KRAUSS.
RACHALS. &c.
BABY GRANDS
Hire OR Credit
Hongkong, 10th October, 1904. [2150

DR. NEWELL WILSON,
DENTIST.
Latest American Methods.
Reasonable Fees.
No charge for examinations.
Office hours 9 A.M. to 5 P.M.
1ST FLOOR, WATKINS' BUILDINGS,
31, Queen's Road Central.
Hongkong, 19th October, 1904. [8

NOTICE.

*Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed* DAILY PRESS—*only, and special business matters* THE MANAGER.

*Advertisements and Subscriptions which are not ordered for a fixed period will be continued until untermanded.*

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*Telegraphic Address:* PRESS. *Codes: A.B.C., 5th Ed Lieber's.*

*P.O. Box, 33. Telephone No 12.*

# NEW ADVERTISEMENTS

INTERPORT CRICKET CARNIVAL.

November 11th to November 21st, 1904.

A GRAND STAND will be erected at the South East Corner of the CRICKET GROUND, for the accommodation of the Public.

A Refreshment Bar, Cold Tiffins, and Afternoon Teas will be provided.

Prices of Admission:—Daily Tickets, 50 cents.
" " Season Tickets, $3.00.

Season Tickets can be obtained at the Robinson Piano Company's Stores, Queen's Road.

WM. FARMER.

Hongkong, 10th November, 1904. [2649

PUBLIC AUCTION.

THE Undersigned has received instructions from C. ROGGE, Esq., to Sell by Public Auction,

on
THURSDAY,
the 17th NOVEMBER, 1904, commencing at 2 P.M. Sharp, at his Residence,
No. 1, ELLIOT CRESCENT, Robinson Road,
THE WHOLE OF HIS
VALUABLE HOUSEHOLD FURNITURE,
Comprising:—

SILK TAPESTRY DRAWING ROOM SUITE, PICTURES, CURIOS, ORNAMENTS, BRASS MOUNTED FENDERS, FANCY TABLES and CHAIRS, CARPETS, RUGS, CURTAINS, CORNICES, &c.;

VERY FINE EXTENSION DINING TABLE (11 leaves), DINING CHAIRS, HALL and HOLTZ SIDEBOARD with BEVELLED GLASS and DINNER WAGON, TEAK CABINETS, OVERMANTELS, FINE ICE CHEST, DINNER and DESSERT SERVICE, ELECTRO PLATE and GLASS WARE, CUTLERY, SEVERAL SINGLE BEDSTEADS, CARVED WARDROBES with BEVELLED GLASS, MARBLE TOP WASHSTANDS and TOILET TABLES, TIN-LINED BOX COUCH, CHESTS of DRAWERS, BOOKCASES, PHONOGRAPH with RECORDS, WELSBACH BURNERS, KITCHEN STOVE and UTENSILS, PANTRY and BATHROOM REQUISITES, ONE COTTAGE PIANO and ONE SINGER'S TREADLE MACHINE;

Also
A Quantity of PALMS and other PLANTS.
TERMS:—As Customary.
On view from Tuesday, the 15th November.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 10th November, 1904. [2650

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PREUSSEN,"
OF THE NORDDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 6 o'clock, TO-DAY, the 9th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 15th instant, at 9.30 A.M.

All Claims must reach us before the 21st instant, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.

Hongkong, 9th November, 1904. [5

ST. ANDREW'S BALL.

SCOTSMEN Desirous of SUBSCRIBING to the Forthcoming ST. ANDREW'S BALL, on 30TH NOVEMBER, are requested to forward to the Undersigned their NAMES and ADDRESSES, and to State whether Married or Single.

DAVID WOOD,
Hon. Secretary,
St. Andrew's Ball Committee.

Hongkong, 27th October, 1904. [2535

HONGKONG JOCKEY CLUB.

NOTICE.

THE RACE COURSE is NOW OPEN for TRAINING.

Members requiring Stand or Stable Accommodation during the forthcoming Training and Racing Season will oblige by applying to the undersigned before MONDAY, the 14th inst.

By Order.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 1st November, 1904. [2567

NOTICE.

WILLIAM POWELL, LIMITED.

MR. HARRY EYRE has This Day taken over the MANAGEMENT of the Company's Business.

By Order of the Board of Directors,

R. G. HECKFORD,
Manager,
WM. POWELL, LD.

Hongkong, 8th November, 1904. [2625

NOTICE.

WILLIAM POWELL, LIMITED.

DURING the Interport Cricket Matches our Establishments will be CLOSED at 3 o'clock P.M. daily.

HARRY EYRE,
Manager.

Hongkong, 9th November, 1904. [2643

# INTIMATIONS

WANTED.

BY a Young Englishman, situation as OFFICE ASSISTANT, has experience in Shipping, Insurance, Import and Export.

Apply— X. Y. Z.,
Care of *Daily Press* Office.

Hongkong, 9th November, 1904. [2640

WANTED.

BY Two Young Men, a FURNISHED ROOM, with Bath (without Board) on the Hongkong side. Must be Central.

Apply to— M. D. C.,
Care of *Daily Press* Office.

Hongkong, 8th November, 1904. [2626

WANTED.

A YOUNG LADY, for a First-class Private Hotel, as an ASSISTANT to the MANAGERESS. State Age and Salary expected.

Apply to—
BOX B. B.,
Care of *Daily Press* Office.

Hongkong, 8th November, 1904. [2627

SITUATION WANTED.

A MIDDLE-AGED PORTUGUESE, who has held the position of AGENT per pro. for a line of Steamers in a Coast Port for the last ten years, seeks a position of trust in this Colony. Is a thorough English Scholar, has a fair knowledge of French, speaks Spanish and Cantonese fluently. Is open from 1st January, 1905.

Address—
S. E. P.,
Care of *Daily Press* Office.

Hongkong, 8th November, 1904. [2628

LESSONS IN ENGLISH.

LESSONS in English given by an experienced ENGLISH LADY TEACHER.

Apply to— L. H.,
Care of *Daily Press* Office.

Hongkong, 9th November, 1904. [2642

# AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TO-DAY (THURSDAY),
the 10th NOVEMBER, 1904, at 11 A.M., at his SALES ROOMS, Duddell Street,
A QUANTITY OF
USEFUL HOUSEHOLD FURNITURE.

On View from Wednesday, the 9th November.
TERMS:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 8th November, 1904. [2635

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 14th day of NOVEMBER, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Hok Un in the Colony of Hongkong, for a term of 75 years, commencing from the 23rd day of July, 1900, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years 2619

PARTICULARS OF THE LOT.

| No. of Sale. | Registry No. | Locality. | Boundary Measurements. N. | S. | E. | W. | Contents in Square ft. | Annual Rent. | Upset Price. |
|---|---|---|---|---|---|---|---|---|---|
| | | | ft. | ft. | ft. | ft. | | $ | $ |
| 1 | Kowloon Marine Lot No. 86. | Near Hok Un. | 78'3 331'0 | 97'3 333'4 | 52'0 | 50'0 | 21,223 | 122 | 10612 |

NOTICE.

THE Annual Session of His Majesty's Justices of the PEACE will be held in the JUSTICES' ROOM, at the Magistracy, on TUESDAY, the 15th day of November, 1904, at 2.30 P.M., for the purpose of considering applications for Publicans' and Adjunct Licences for the year 1904-1905, under Ordinance No. 8 of 1898.

Forms of application may be obtained at the Magistracy.

All applications must be forwarded to the Magistracy on or before Tuesday, the 1st day of November, 1904.

H. H. J. GOMPERTZ,
Police Magistrate.

Magistracy,
Hongkong 11th October, 1904. 2568

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Naval Authorities that TORPEDO RUNNING will be Carried out from the range at Lai Chi Kok for upwards of a month commencing on the 7th instant.

By Command,

F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 5th November, 1904. 2616

WEI CHEETOO & CO.

IMPORTERS, EXPORTERS
AND
GENERAL COMMISSION AGENTS.
SPECIALITY: HUMAN HAIR,
No. 12, Pottinger Street, Hongkong.
Agencies:—
CHEE CHEONG, Dealer in Human Hair.
SHUN LOONG, Preserved Ginger Factory.
CHOW LEUNG YEE, Fire Cracker Factory

Hongkong 1st June, 1904. [1387

RUINART PERE & FILS, REIMS

Established 1719,
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)

LAUTS, WEGENER & CO.,
Sole Agents.

Hongkong, 18th May, 1903. 21

# ENTERTAINMENTS

HARMSTON'S CIRCUS
AND
ROYAL MENAGERIE
OF PERFORMING WILD ANIMALS.

ARRIVE SATURDAY.
LOCATION: CAUSEWAY BAY, NEAR POLO GROUND.

GRAND OPENING NIGHT,
MONDAY, NOV. 14TH, AT 9 P.M.

ABSOLUTELY THE BEST SHOW THAT HAS EVER VISITED HONGKONG.

OUR COMPANY OF STAR ARTISTES:
THE ZOES: Europe's Greatest Gymnasts.
THE CANTONS: Wire Runners, Jumpers and Pantomimists.
IONA GINNETT: The most novel Horsewoman in the Universe, With her own imported Mare "Gladys."
RHO ESIA: London's Lady Society Juggler.
GEORGE GINNETT'S Power of Kindness over Animals.
JOHN WELBY COOKE: Absolute Master of them all; and
GILLENO: England's Greatest Musical Clown.
MDDLE. OURA: In her Picturesque Act on the Silver Wire.
THE BUGNYS: French Acrobats and Pantomimists.

THE ELECTRIC TRIO: THE ALTON BROS.
FLORRIE, VIOLET AND MARGUERITE.
AND
20 OTHER ARTISTES 20.

OUR BEAUTIFUL STUD OF HORSES AND TIGERS, ELEPHANTS, LEOPARDS, BEARS, MONKEYS, GOATS, &c.

FIRST GRAND MATINEE: WEDNESDAY AFTERNOON, NOVEMBER 16.
Doors Open 3 o'clock. Commence 4 o'clock.
Children Half Price to Matinees only.:—
PRICES OF ADMISSION:—
Full Box, 6 Chairs ... ... ... $18.00
Single Seat, Box ... ... ... 3.00
Chairs... ... ... ... ... ... 2.00
Stalls ... ... ... ... ... ... 1.00
Gallery (Chinese only) ... ... 0.50

N.B.—The Electric Tramway Co. will run special Cars before and after the Performances. Booking Office: Robinson Piano Co., Limited.

MADAME HARMSTON-LOVE,
Proprietress.
ROBERT LOVE, Manager.
R. ALTON & A. LEONARD, Agents.

Hongkong, 7th November, 1904. [2618

HONGKONG AMATEUR DRAMATIC CLUB.

THEATRE ROYAL.

THE COMEDY OPERA ENTITLED

"DOROTHY"
IN THREE ACTS

Will be Produced on the following dates:—
SATURDAY, 19TH NOVEMBER, 1904.
TUESDAY, 22ND " "
WEDNESDAY, 23RD " "
THURSDAY, 24TH " "
SATURDAY, 26TH " "
MONDAY, 28TH " "

Doors Open at 8.30 P.M., Curtain Rises at 9 P.M.

The Booking Office (at The Robinson Piano Co.) will be Opened to GUARANTORS ONLY on 3rd November, and to the General Public on and after 5th November, between the hours of 9 A.M. and 4.30 P.M. each day.

Late Trams quarter-of-an-hour after fall of Curtain.

Stalls and Dress Circle... ... ... $3.
Pit Stalls... ... ... ... ... ... $2.
Pit ... ... ... ... ... ... ... $1.

A. CHAPMAN,
Business Manager.

Hongkong, 1st November, 1904. [2574

JUST LANDED.

A FRESH Consignment of CEYLON TEA, Celebrated for its Rich Mellow Flavour.

Guarantee this Tea to be Absolutely Pure and the best that can be bought at the price, 85 cents per pound.

H. RUTTONJEE,
No. 5, D'Aguilar Street,
and
36 to 38, Elgin Road, Kowloon.

Hongkong, 9th November, 1904. 2644

NOTICE FROM SHANGHAI.

DURING the Cold Weather HOPKINS' BUTCHERY at Shanghai will be prepared to supply its patrons in Hongkong with Prime Fresh and Corned Beef, and Pork, Game, Brawn, Pork and Game Pies, also Sausages, &c., &c.

Shanghai, 31st October, 1904. 2559

CHRISTMAS AND NEW YEAR GIFTS
FOR HOME FRIENDS.
MACEWEN, FRICKEL & CO.

UNDERTAKE to Deliver Gifts, &c. (Free of Charge to Consignee) in any part of the World.

LATEST SHIPPING DATES.
To England ... ... ... ... ... Nov. 8th
To France ... ... ... ... ... Nov. 15th
To Germany ... ... ... ... ... Nov. 9th
To Italy ... ... ... ... ... ... Nov. 9th
To United States via San Francisco Nov. 8th
To United States via Suez Canal ... Oct. 10th
To India ... ... ... ... ... ... —
To South Africa ... ... ... ... Oct. 21st
To Australia ... ... ... ... ... Oct. 21st
To Canada ... ... ... ... ... ... Nov. 8th

China Parcel Express.
OFFICE—3, DUDDELL STREET.

Hongkong, 8th October, 1904. [2402

DAVID CORSAR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
} CANVA[S]

ARNHOLD, KARBERG & C[O].
3486] Sole Agents.

# INSURANCES

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSSEN & CO.

Hongkong, 1st January, 1904. 105

AACHEN AND MUNICH FIRE INSURANCE CO.
OF AIX-LA-CHAPELL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.

Hongkong, 21st April, 1897 9

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TURNER & CO.,
Agents.

Hongkong, 23rd September, 1903. [267

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1903.
£16,898,650.

I. AUTHORISED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL.... 2,750,000.
PAID-UP CAPITAL ........ 687,500 0 0
II. FIRE FUNDS:.............. 3,056,961 12 3

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 18th June, 1904. [1888

THE
WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.
INCORPORATED A.D. 1851.

MARINE BRANCH.

THE undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS & CO.

Hongkong 28th April, 1904 1121

QUAN WAH & CO.

GRANITE AND MARBLE MERCHANTS,
EXPORTERS AND CONTRACTORS.
Sole Agents of
QUAN TAI & CO., Lime Manufacturers.
All descriptions of
GRANITE AND MARBLE FOR EXPORT.
Dealers in
GRANITE and MARBLE MONUMENTS
Prices & Estimates on Application.
No. 1, QUEEN'S ROAD EAST.

Hongkong, 17th October, 1899. [2458

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD., have now 40,000 Cubic feet of Co., Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday, excepted to receive and deliver perishable goods

WM. PARLANE, Manager.

Hongkong, 18th November, 1901. [75

THE AMERICAN SYSTEM
OF
DENTISTRY

DR. M. H. CHAUN.
37, DES VŒUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A

Hongkong, 3rd June, 1904 [2161

# FOR SALE

FOR SALE.

A FIVE-ROOMED HOUSE at the Peak. Also, a finely situated Croquet Ground near to above.

For particulars, apply to—
TURNER & CO.

Hongkong, 22nd October, 1904. [2494

FOR SALE.

STEEL MOTOR LAUNCH, 28 feet by 6 feet 9 inches beam; fitted with 6 H. P. Motor; speed about 7 miles; perfect order.

Apply to— MOTOR,
Care of *Daily Press* Office.

Hongkong, 27th October, 1904. [2534

FOR SALE.

A SMALL Lot of Fine Old JAPANESE INROS, LACQUER, and PORCELAIN.

LOCK HING,
Queen's Road Central.

Hongkong, 1st November, 1904. [2571

FOR SALE.

TWO Fast Twin-Screw Steamers

"CHU KONG"
Length ... ... ... ... ... 142 feet.
Breadth ... ... ... ... ... 23 feet.
Draught ... ... ... ... ... 6 feet.
Registered 286 tons. Built of Steel and Furnished with Electric Light.

"PAK KONG"
Length ... ... ... ... ... 160 feet.
Breadth ... ... ... ... ... 22 feet.
Draught ... ... ... ... ... 8 feet.
Registered 300 tons. Built of Teak Wood.

For further particulars, apply to—
42, WING LOK STREET,
Hongkong.

Hongkong, 1st November, 1904. [2572

ENGINES AND BOILERS FOR SALE

THE Undersigned have for Sale on moderate terms 2 ENGINES and 3 BOILERS from an Old French Gunboat, in good working order, and fit for seagoing steamers. Intending purchasers will please arrange terms with the CHING HOP Shop, No. 183, Wing Lok Street, or the U WO TAI Shop, No. 110, Des Vœux Road West, or the CHOY LEE Shop, No. 33, Wing Wo Street, Hongkong.

THE TAI LEE COMPANY.

Hongkong, 31st October, 1904. [2560

# PUBLIC COMPANIES

THE DAIRY FARM CO., LD.

THE EIGHTH ORDINARY YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S TOWN OFFICE, 2, Lower Albert Road, Hongkong, THIS DAY (THURSDAY), the 10th day of November, 1904, at 3 P.M.

By Order,

S. A. SETH,
Secretary.

Hongkong, 7th November, 1904 [2632

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF $10 EACH.

SHARE CERTIFICATES will be ready for delivery on and after the 20th instant, and may be obtained on application at the Company's Offices, Alexandra Buildings, in exchange for Hongkong and Shanghai Banking Corporation's receipt.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 19th October, 1904. [2475

LOST.

THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

THE CERTIFICATE No. 3232 of 50 SHARES numbered 86121/86170 in this Company standing in the name of JAMES ROBERTSON ALEXANDER has been lost.

NOTICE IS HEREBY GIVEN that Duplicate Certificate for the said 50 Shares will be issued one month hence, and that the Original Certificate unless produced within that period will thereafter be held by the Company as null and void

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 19th October, 1904. [2576

HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that a Call of $7.50 per Share has been made in respect of all Shares not fully paid up, and that such call is Payable on 2nd January, 1905, at the Registered Offices of the Company, Alexandra Buildings, Des Vœux Road, Hongkong.

JOHN D. HUMPHREYS & SON,
General Managers,

Hongkong, 1st November, 1904. [2573

PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W.

J. W. KEW.
Manager,
1st Floor, 37, Connaught Road

Hongkong, 13th June, 1903.

# BANKS

THE
DEUTSCH-ASIATISCHE BANK.

AUTHORISED CAPITAL.......Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS BERLIN.

BRANCHES:
Berlin Calcutta Hankow
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITHS BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 11th August 1904 [24

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. 20

THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER

CAPITAL SUBSCRIBED ............Yen 5,000,000
CAPITAL PAID-UP .................. " 2,500,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:
Amoy Kobe Tainan
Anping Nagasaki Tamsui
Foochow Osaka Tokio
Keelung Shanghai Yokohama

HONGKONG OFFICE:
4, QUEEN'S ROAD.

Interest allowed on Current Account. Deposits received on terms which may be learnt on application.

S. SHIGENAGA, Manager.

Hongkong, 1st November, 1904. [2579

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ............£1,500,000
SUBSCRIBED ............................ 1,125,000
PAID-UP ................................ 562,500
RESERVE FUND ......................... 80,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance

ON FIXED DEPOSITS:—
For 12 months..............................4 %
" 6 " .............................3½%
" 3 " .............................2½%

EVAN ORMISTON,
Manager.

Hongkong, 23rd May, 1903. 22

# BANKS

HONGKONG & SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL ......................$10,000,000
RESERVE FUND—
STERLING RESERVE...$10,000,000
SILVER RESERVE ... 7,000,000
—$17,000,000
RESERVE LIABILITY OF PROP'TORS.$10,000,000

COURT OF DIRECTORS.
A. J. RAYMOND, Esq.—Chairman.
H. E. TOMKINS, Esq.—Deputy Chairman.
E. Goetz, Esq. | N. A. Siebs, Esq.
Hon. W. J. Gresson, | H. W. Slade, Esq.
A. Haupt, Esq. | Hon. R. Shewan
H. Schubart, Esq. | E. S. Wheeler, Esq.
E. Shellim, Esq.

CHIEF MANAGER
Hongkong—J. R. M. SMITH

MANAGER;
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 22nd August, 1904. [19

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.............................£800,000
RESERVE LIABILITY OF SHAREHOLDERS ......................................£800,000
RESERVE FUND................................£800,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balances.
On Fixed Deposits for 12 months 4 per cent.
" " 6 " 3½ "
" " 3 " 2½ "

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. 97

IMPERIAL BANK OF CHINA

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL..Shanghai Tls. 5,000,000
PAID-UP CAPITAL ... " 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.
Canton Peking
Chefoo Penang
Hankow Singapore
Tientsin.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities. Bill Discounted.
INTEREST ALLOWED ON DEPOSITS
At 2% per annum on Current Account daily balances.
3% per annum on Fixed Deposits for 3 months
4% " " " " " 6 "
5% " " " " " 12 "

H. C. MARSHALL,
Acting Manager.

Hongkong, 17th May, 1904. [23

THE
YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000
CAPITAL PAID-UP ........ " 18,000,000
CAPITAL UNCALLED ...... " 6,000,000
RESERVE FUND............. " 9,520,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.
Tokio Kobe Nagasaki
London Lyons New York
San Francisco Honolulu Bombay
Shanghai Tientsin Newchwang
Dalny Peking

LONDON BANKERS.
THE LONDON JOINT STOCK BANK, LIMITED
PARR'S BANK, LIMITED.
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent per annum on the daily balance.
On fixed deposits for 12 months 5% per annum
" " " " 6 " 4% " "
" " " " 3 " 3% " "

TAKEO TAKAMICHI,
Manager.

Hongkong, 12th September, 1904. [illegible]

INTERNATIONAL BANKING CORPORATION.

Capital, Surplus and Undivided Profits, Gold $7,992,173.37=about £1,640,000.
Capital and Surplus authorised, Gold $10,000,000=£2,055,000.

HEAD OFFICE: 1, WALL STREET, NEW YORK.
LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

Branches at
SAN FRANCISCO, WASHINGTON, MEXICO, MANILA, CEBU, SHANGHAI, SINGAPORE, YOKOHAMA, BOMBAY, CALCUTTA, CANTON,
and Agents all over the World.

London and Continental Bankers:—
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
UNION OF LONDON AND SMITH'S BANK, LIMITED.
CREDIT LYONNAIS, DRESDNER BANK,
COMPTOIR NATIONAL D'ESCOMPTE DE PARIS, &c.

The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at rates which may be ascertained on application.

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTRAL.

CHARLES R. SCOTT,
Manager.

Hongkong, 25th July, 1904. [1801

## TO LET

### TO LET.

THE whole of the SECOND FLOOR of No. 34, QUEEN'S ROAD CENTRAL, formerly known as the Alexandra House, opposite the Post Office. Also Rooms or Offices on the First Floor of same address.
Apply to—
YEE SANG FAT,
Above Address.
Hongkong, 15th October, 1904. [2419

### TO LET.

NOS. 17, 19 & 21, SEYMOUR ROAD.
Nos. 6, CASTLE ROAD.
Nos. 74, CAINE ROAD.
Apply to—
COMPRADORE DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 17th September, 1904. [430

### TO LET.

THREE LARGE ROOMS with Servants' Quarters in No. 3, QUEEN'S ROAD CENTRAL, on the same Floor as that occupied by the China Fire Insurance Co.
ROOMS in College Chambers.
Apply to—
DAVID SASSOON & CO., LD.
Hongkong, 28th September, 1904. [2322

### TO LET.

A WELL FURNISHED AIRY ROOM, (Bathroom Attached), with Board in a Private English Family.
Apply to— R. E.,
Care of *Daily Press* Office.
Hongkong, 9th November, 1904. [2641

### TO LET.

BANGOUR (PEAK).
THE EYRIE (PEAK).
ONE HOUSE on the LOWER TERRACE of BELILIOS TERRACE.
BELILIOS TERRACE, Nos. 11, 13 & 21.
BEACONSFIELD ARCADE, No. 14. 1st Floor.
ONE SHOP in BEACONSFIELD ARCAD...
Apply to—
LINSTEAD & DAVIS.
Hongkong, 3rd October, 1904. [2363

### TO LET.

NO. 6, UPPER MOSQUE TERRACE, European residence; just renovated, painted and colourwashed; immediate possession
Apply to— G. J. SEQUEIRA.
Care of A. R. Marty.
Hongkong, 28th September, 1904. [2321

### TO LET.

A EUROPEAN HOUSE, No. 158, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water. Good Sea View.
Apply to—
JARDINE, MATHESON & CO.,
Hongkong, 8th August, 1904. 1177

### TO LET.

A LARGE OFFICE on Ground Floor, of No. 2, Wyndham Street. Possession 1st August, 1904.
Apply to— THE SECRETARY,
The Bowling Club Ld.
Hongkong, 14th July, 1904. 1710

HONGKONG CLUB.

### TO LET.

A SUITE of TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.
C. H. GRACE,
Secretary.
Hongkong, 4th June, 1904. [1417

### TO LET

NO. 16, HOLLYWOOD ROAD (8 Rooms) (with Kitchens, Bathrooms, and Servants' quarters)
Apply to—
H. M. S. H. ESMAIL,
4, Hollywood Road.
Hongkong, 16th August, 1904. [199

### TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.
Apply to—
HUMPHREYS' ESTATE & FINANCE CO., LD.
Hongkong, 21st June, 1904. [2350

## TO LET

### TO LET.

NO. 1, RIPON TERRACE (in FLATS).
A HOUSE in WONG-NEI-CHONG ROAD, facing Race-course.
FLATS in MORETON TERRACE, facing the Polo Ground.
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).
GODOWNS; PRAYA EAST.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 29th June, 1904. 175

### TO LET.

FOUR LARGE ROOMS, on 1st Floor of the Connaught Hotel, suitable for Offices.
Apply to—
MANAGER,
Connaught Hotel.
Hongkong, 8th November, 1904. [2629

### TO LET.

3RD FLOOR, suitable for Office.
Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 3rd June, 1904. [74

### TO LET.

TWO ROOMS, on the First Floor of Alexandra Buildings.
Apply to—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 17th June, 1904. [1515

### TO LET.

FURNISHED ROOM, with Board, from date; Tennis Court attached; near Kowloon Ferry, Kowloon.
Apply— C. L.,
Care of *Daily Press* Office.
Hongkong, 5th October, 1904. [2375

### TO LET.

ONE COMFORTABLY FURNISHED ROOM with Bathroom, &c., in 39 ROBINSON ROAD.
Apply at— J. ULLMANN & CO.,
34, Queen's Road.
Hongkong, 29th September, 1904. 2331

### TO LET.

NO. 58, CAINE ROAD, European Residence, consisting of SIX ROOMS, with Verandah, Separate Kitchen, Bathrooms, and a Fine View of the Harbour.
Possession 1st January, 1905.
Apply to—
MANAGER,
China Merchants S. N. Co
Hongkong, 15th October, 1904. [2448

### TO LET

NO. 1, STEWART TERRACE, the Peak.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 28th March, 1904. [865

### TO LET.

FINE LARGE STORE, in Queen's Road Central (Best Part).
Apply—
X.,
Care of *Daily Press* Office.
Hongkong, 6th September, 1904. [2161

## HIRANO WATER.

THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST Bottled in Japan by H. E. REYNELL & Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.
Hongkong, 31st July, 1903. 2578

AMOY ENGINEERING CO., LD., AMOY

CALL FLAG E.

REPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Moderate charges. Work solicited.
J. D. EDWARDS,
Manager.
Amoy, 3rd December, 1903. 15

## A. LING & CO.,

FURNITURE STORE.
PLATED GLASS AND CROCKERY WARE, &c., &c.; and FOOCHOW LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [2297

## DRASTIC CHANGES AT THE ADMIRALTY.

Sir John Fisher came into power at the Admiralty on October 21, and it was believed that a revolution in naval administration would be instituted when the new First Sea Lord took up his duties.

Several of the old and powerful officials were to depart, and their places to be taken by men more ready to facilitate innovations.

Among the changes to be certainly brought about were the following:—

A less wasteful scheme to be devised for the dockyards.

Naval supremacy over the Army in home defence to be insisted upon.

An economic redistribution of the fleets.

All useless ships to be recalled.

Gunnery to be placed before every other consideration in training.

The idea of the new naval school is that the Army is a department of the Navy, and that no strategical or military decision affecting those islands, India, or the Colonies should be arrived at until the naval view has been heard and considered.

The first thing that the new administrators will endeavour to secure is a decision as to whether or not the Navy is to be responsible for preventing invasion.

If it is to be responsible, £14,000,000 a year can be saved from the Army, it is said, and either spent on the Navy or given back to the public in the shape of remitted taxation. The expenditure on the British Army to-day is divided under two heads. About £14,000,000 a year goes on troops which are required abroad, and £14,000,000 a year is spent on military preparations for home defence.

The latter item is money thrown away in the opinion of the new men who run the Fleet from October 21.

Arrangements were to be made for increasing the power of the Fleet without increasing the expense. At the present time many ships of war are stationed in distant parts of the world for no sounder reason than that ships were placed there ages ago, before the strategy of to-day was thought of. In the event of war these ships would be useless, and their crews would be lost for effective purposes, like the crew of the Russian gunboat *Mandjour* at Shanghai.

These useless ships of war will be brought home, and their officers and crews will be used for fighting ships on important stations.

The new system of nucleus crews will be adopted, and a new man-of-war, instead of being commissioned on one day, will receive its captain, commander, engineer, gunnery officer, warrant officers, and a few men several weeks before the day of commission. By this means new ships will be efficient on the day of their commission instead of weeks and weeks elapsing before they are fit to fight.

With regard to the coastguard, it is believed that a large portion of the service and most of the duties now performed by the naval coastguard could be equally well carried out by landsmen. A fully-trained seaman-gunner costs about £290.

In order to provide nucleus crews for the ships of the Reserve, officers and men must be transferred from naval employments of lesser importance and concentrated on the one business of their life—namely, efficient fighting. To provide these officers and men it may be that no more bluejackets will be appointed to the coastguard of the United Kingdom. The commissions of ships on foreign service may be cut down from three years to two.

All obsolete methods of gunnery will be swept away, and the restrictions and regulations which militate against good shooting will be cast out of the service with the faulty gunsights which have caused so much trouble—*Daily Express.*

## THE BRITON IN HIS BLINDNESS.

It is a far cry from Poplar to Peking. But incidents reported concerning the Thames shipbuilding industry and British commerce with China may be read, remarked the *Standard* last month, together as illustrative of what happens at the two poles of our industrial system. Some time ago Messrs. Yarrow and Co. obtained a contract from the Austrian Government for the construction of thirty destroyers and torpedo-boats. To carry out the order within the stipulated time night work was indispensable. The mere employment of extra hands by day would not do, as, by the nature of the case, the space is very cramped. It was, of course, a question of special remuneration, and the firm offered pay at the rate of "time and a-quarter," which, it is stated, is the customary scale elsewhere. The local artificers, however, claimed "time and a-half," and held out stiffly for this amount. Messrs. Yarrow urged without effect that to concede this would wipe out the margin of profit, and, as the men remained inexorable, gave a practical proof of the good faith of their contention by abandoning their intention of building the vessels at Poplar. The work will now be done by Austrian and Italian labour, we presume, at the Stabilimento Tecnico, of Trieste, and whatever employment is involved in executing a contract of the value of a quarter of a million sterling has been lost to English workmen. A good deal has been heard of late about the depression in the Thames shipbuilding trade, and the usual appeal for sympathy has been made in the name of the labourers. If the episode which we have described be typical, no further explanation is required of the source of the distress. In the Chinese instance, which is drawn from the latest instalment of that wonderful miscellany—the Consular Reports—it is the perversity of the employers of labour that we are invited to consider. Mr. Jamieson, the Commercial *Attaché* to the Legation at Peking, who is the author of the Report published yesterday on the Foreign Trade of China, is an official of great experience, and by no means disposed to form random judgments unfavourable to the directors of British enterprise. But he gives emphatic though tacit confirmation to the [illegible] complaint that our business [illegible] standing or will not adapt their methods to the requirements of the native market. He quotes—almost with dramatic piquancy—certain specific instances of the curious mixture of rigidity and pomposity in the heads of great export houses. They are ready enough to invoke the good offices of His Majesty's representatives in finding the means of access to the consuming classes. But when, in deference to their wishes, the Consul has put them in communication with a suitable local agency, the well-intended requests of the latter are flouted in the most superior tone. To the mind of the mere layman, it would seem obviously reasonable to ask for descriptive catalogues, specifications of lowest prices and freight charges, and an appropriate consignment of small samples. It was surely rather chilling and irrelevant to hear in reply that the highly respected manufacturer's firm had been in existence a hundred and twenty-four years, that he knew from experience that samples were of little use in obtaining custom, and that as a token of good faith he wanted a "sample order in bulk for the lines which the agent knew he could sell." Is there room for wonder that the humble middleman did not pursue the negotiation? Probably a German or Belgian or American rival was sufficiently flexible to find and keep possession of the coveted field. We are aware that well-established English firms are not prepared to treat with much respect the reproaches with which the Consular Reports teem. They claim to know their own business a good deal better than the Diplomatic amateur who leaves home with a fixed idea in his head and feels bound to put it, when the time comes, into one of the regulation paragraphs of the annual review. There may be some truth in this. A young official with a turn for writing is exposed to the temptation to show his penetration at the expense of his seniors, and is a little apt to mistake stereotyped theory for the outcome of intelligent observation. But the members of the Diplomatic Service cannot all be in a conspiracy to impute blame. On this point their judgment is almost unanimous. [The *Standard* does not appear to remember that the aforesaid diplomatic officials may be wisely prompted.]

ROWLAND'S KALYDOR FOR THE SKIN
Produces soft, fair, delicate skin, heals all cutaneous eruptions, and insures a lovely delicate complexion to all who use it. 2/3, 4/6, of Stores and Chemists.
[8353—2

## TONG CHONG WO & CO.

No 98, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure HAVANA CIGARS AND CIGARETTES
They are made of best Havana leaves and possess a mild and choice flavour.
Inspection courteously invited.
Hongkong, 26th May, 1904. [1233

## BOARD AND RESIDENCE

BOARD AND RESIDENCE.

MRS. GILLANDERS
"GLENWOOD,
27, CAINE ROAD.
Hongkong, 19th March, 1904. [2265

"TANG YUEN."
BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation.
Apply— MANAGERESS,
Macdonnell Road
or
FAIRALL & CO., Queen's Road
Hongkong, 2nd March, 1903. [71

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

## BILE BEANS AND INDIGESTION.

SCENES FROM A MAN'S LIFE.

This article is written solely for the benefit of readers who suffer from indigestion, or any of its symptoms. From it, it is seen that even the worst case must yield to Chas. Forde's Bile Beans.

SCENE I.

Thos. Watson, miner, of 10, Victoria Street, Cutsyke, Castleford, Yorkshire, England, was an unusually strong man and a champion weight lifter. Of all man illness seemed furthest from him, but—he began to suffer from indigestion. His strength faded.

SCENE II.

He felt as he had never felt before! In the morning awakened with a foul taste in mouth, bad breath. Hands trembled. Didn't want breakfast. At work felt sick, faint, and dizzy. Head ached, and felt too heavy for his neck. Pains in chest, back, and round waist. Grew weaker and weaker. No food would stop on his stomach. Couldn't work any more. Twelve months went by. Still unable to work. Had got so weak that couldn't walk across kitchen floor without being supported. Gave up hope. Began to take Bile Beans, but didn't believe they would cure him.

SCENE III.

Notwithstanding his disbelief they did cure him. After taking a course of this medicine he was cured of every trace of indigestion, was back at work, and was rapidly regaining strength. Cure remained permanent. Twelve months after being cured (during last month) a reporter interviewed him on his cure. "Has your strength been restored?" he asked. For answer Watson picked up two 56lb weights, and raised them over his head. He then lifted up one of the weights with one finger, and hoisted it above his head. Moreover, he held it there until he was photographed, and the photograph is now in the possession of the Bile Bean Co.

SCENE IV.

Before a Commissioner for Oaths Watson made the following sworn statement:—

"I, Thomas Watson, miner, do hereby solemnly and sincerely declare as follows:—That from being a man able to lift up two hundredweight above my head with one arm alone, I was reduced by indigestion and kindred ailments to the weakness of a child, unable to walk without assistance. My health has been fully restored, and my strength renewed, solely through taking Chas. Forde's Bile Beans. This after being attended by two doctors without success, one doctor having declared I would never again be strong enough to walk."

Charles Forde's Bile Beans for Biliousness are a cure for indigestion, anæmia, weakness, female ailments, heat fag, malaria, neuralgia, lumbago, rheumatism, debility, palpitation, pains in the back, piles, constipation, sleeplessness, loss of appetite, liver complaint, headache, flatulence, pimples, skin eruptions and all ailments having a common origin in impurity of blood, a general congestion of the system and loss of vital force.

Of all Chemists and medicine vendors. Price 75 cents (Mex.) per bottle. [2010—13

ON SALE.

MAP OF THE SIKIANG or WEST RIVER
From HONGKONG to WUCHOWFU,
Showing the Ports and Calling Places.
Opened to Foreign Trade, 1897.
Published at *Daily Press* Office.
Price 25 Cents, Cash.
Hongkong, 1st April, 1897

## INTIMATIONS

THE SWATOW GRASS CLOTH, SILK and DRAWN THREAD WORK DEPARTMENT.

Wholesale and retail quotations, particulars and samples, will be sent free on application to the above depôt.

Swatow, 8th June, 1904. 2160

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m.
With CHAMBER for 10 CARTRIDGES, FIRING 10 SHOTS in 2 SECONDS.
SIEMSSEN & CO.
Hongkong, 3rd October, 1900.

MITSU BISHI GOSHI-KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT
MARUNO-UCHI, TOKIO.
Cable Address, "IWASAKI,"
which applies to all Branch Offices and Hongkong and Shanghai Agencies.
A1, ABC 5th Edition, Western Union Codes used.
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MANAGER, MITSUBISHI CO., with name of place under.
BRANCH OFFICES:—
NAGASAKI, MOJI, KOBE, KARATSU AND HANKOW.
AGENCIES:—
SHANGHAI: H. J. H. TAPP.
HONGKONG: H. U. JEFFRIES.
MANILA: COMPANIA MARITIMA.
YOKOHAMA: M. ASADA.
CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Arsenals; the Imperial Railway; Sanyo, Kiushu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.
EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.
SOLE PROPRIETORS of Takashima, Ochi, Shinnow, Namazuta and Kami-Yamada Collieries and also Hojo Colliery, which will be ready to produce on a large scale the best Buzen Coal from 1905.
Sole Agents for Kigio, Kouraten (Tagawa) and Matsushima Coals.
The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.
Coal sold in 1903 by the Company amounted to 1,210,000 tons.
TAKASHIMA COAL.
New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity.
Hongkong, 26th April, 1904. [11

## THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

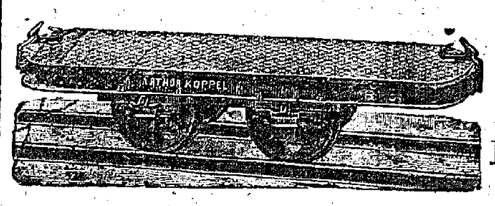
E. D. PROTOPAPAS & CO.
ALEXANDRIA & CAIRO, EGYPT.
FINEST EGYPTIAN CIGARETTES.
TRADE MARK.

LOTUS,
Large Size $5.00 per 100
Gold Tipped Medium Size
$3.75 per 100
ZAFAR,
Large Size $4.60 per 100
Medium Size $4.20

KARIM,
Large Size $3.75 per 100
Medium Size $3.50
THABIT,
Large Size $3.00 per 100
Medium $2.75 per 100

SOLE AGENTS FOR HONGKONG:
1615] KRUSE & CO., CONNAUGHT HOUSE.

ARNHOLD, KARBERG & CO.



LARGE STOCK OF LIGHT RAILWAY MATERIAL
Hongkong, 1st October, 1904. a333

JAPAN COALS.

MITSUI BUSSAN KAISHA
(MITSUI & CO.)
HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.
OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Maidzuru Miike, Hakodate, Taipeh, &c.
Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)
CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinotsu, Nameda, Mannoura, Onoura Otsuji, Sasaharu Tsubakuro, Yoshinotani, Yoshio, Yunokibara, and other Coals.
S. MINAMI, Manager, Hongkong.

## NOTICE.

THE ANNUAL SESSION of HIS MAJESTY'S JUSTICES of the PEACE will be held in the JUSTICES' ROOM, at the Magistracy, on TUESDAY, the 15th day of November, A.D. 1904, at 2.30 P.M., for the purpose of considering the under-mentioned applications for Publican'sand Adjunct Licences for the years 19 4-1905:—

| No. | Name of Applicant. | Whether before licensed. | Description of Licence. | Sign of House. | Situation of House. | Previous History in each Case. | Remarks. |
|---|---|---|---|---|---|---|---|
| 1 | Moritz Stenberg | Yes. | Publican's Licence. | The International Hotel | Nos. 318 & 320, Queen's Road Central | Has held a licence for about 2½ years. | |
| 2 | Isydor Silberman | " | " | The Globe Hotel | No. 184, " " " | " " for " 11 " | |
| 3 | Isaac Samuel Greenstein | " | " | The Central Hotel | Nos. 240 & 244, " " " | " " for " 5½ " | |
| 4 | Bernat Cohen | " | " | The Land We Live In Hotel | Nos. 332 & 334, " " " | " " for " 1 month. | |
| 5 | Mrs. Anneta Papier | " | " | The Colonial Hotel | No. 1, Jubilee Street | " " for " 4 months. | |
| 6 | Carl Schluter | " | " | The Western Hotel | Nos. 90 & 92, Queen's Road West | " " for " 1½ years. | |
| 7 | Mrs. Esther Oliver | " | " | The New Travellers' Hotel | No. 74, Queen's Road Central | " " for " 7 " | |
| 8 | Fred. Hoggard | " | " | The Praya East Hotel | Nos. 40 & 41, Wanchai Road | " " for " 1 " | |
| 9 | Jas. Wm. Osborne | " | " | The Kowloon Hotel | Elgin Road, Kowloon | " " for " 13 " | |
| 10 | Luiz Manoel Lobo | " | " | The Stag Hotel | No. 1 2, Queen's Road Central | " " for " 3 " | |
| 11 | Ismail Pillay Mudar | " | " | The New Victoria Hotel | No. 9, " " | " " for " 16 " | |
| 12 | Arthur Frederick Davies | No. | " | The Hongkong Hotel | Nos. 1 and 3, Pedder's Street | Has never held a licence before. | |
| 13 | Alexander Moir | Yes. | " | The Peak Hotel | Rural Building Lot No. 77, the Peak | Has held a licence for about 16 years. | |
| 14 | Geo. Green | " | " | The Criterion Hotel | Nos. 21 & 23, Pottinger Street | " " for " 3 months. | |
| 15 | William Krater | " | " | The Rose, Shamrock & Thistle Hotel | Nos. 304, & 306, Queen's Rd. Central | " " for " 1½ years. | |
| 16 | Anthony Milroy | " | Adjunct Licence. | The Sailors' Home | No. 18A, Praya West | " " for " 5 months. | |
| 17 | Ardeshir Benjanjee Kharas | " | Publican's Licence. | The Thomas' Hotel | No. 2, Queen's Road Central | " " for " 2 years. | |
| 18 | Dhunjeebhoy Dorabjee | " | " | The King Edward Hotel | No. 3, Des Vœux Road Central | " " for " 2½ " | |
| 19 | Louis Comar | " | Adjunct Licence. | The Main Hotel | No. 59, " " | " " for " 2 " | |
| 20 | R. Mathsey | " | Publican's Licence. | The Occidental Hotel | Nos. 40 & 44, Elgin Road, Kowloon | " " for " 11 months. | |
| 21 | Richard Francis Daly | " | Adjunct Licence. | The Owl & Oyster Grill Room | No. 51, Des Vœux Road Central | " " for " 1 year. | |
| 22 | Jose F. Saavedra | " | " | Hotel America | No. 2, Wyndham Street | " " for " 6 months. | |
| 23 | Hans Weismann | No. | " | Cafe Restaurant Weismann | No. 34, Queen's Road Central | Has never held a licence before. | |
| 24 | Paul Wissing | Yes. | Publican's Licence. | The German Tavern | Nos. 265 & 266, Queen's Road | Has held a licence for about 1½ years. | |
| 25 | Frederick Bishop | " | Adjunct Licence. | The Connaught House Hotel | No. 13, Queen's Road Central | " " for " 6 months. | |

H. H. J. GOMPERTZ,
Police Magistrate.

Magistracy,
Hongkong, 2nd November, 1904. [2621

## SHIPPING.

### ARRIVALS.

ALGERINE, British sloop, 1,050, Rowland Nugent, 8th Nov.,—Shanghai 5th Nov.

CRUSADER, British str., 2,744, F. Brown, 9th November,—Moji 4th Nov., Coal.—Mitsui Bussan Kaisha.

FEICHING, Chinese str., 980, E. Hoelgar, 9th November,—Swatow 8th Nov., General.—Chinese.

GANGE, British str., 2,271, Schald, 8th Nov.,—Cardiff 22nd September, Coal.—Dodwell & Co.

KEONGWAI, German str., 1,112, W. Mollermann, 8th Nov.,—Bangkok 1st Nov., Rice and Teak.—Butterfield & Swire.

KIUKIANG, British str., 1,228, Harris, 9th Nov.,—Chinkiang 4th November, General.—Butterfield & Swire.

KNIGHT OF ST. GEORGE, British str., 2,969, Alex. Putnam, 8th Nov.,—Amoy 7th Nov., Tea, &c.—Arnhold, Karberg & Co.

MANILA, British str., 2,711, H. G. H. Lewellin R.N.R., 9th Nov.,—Yokohama *via* Ports 23rd Oct., General.—P. & O. S. N. Co.

PREUSSEN, German str., 3,278, K. Dahl, 9th November,—Bremen 29th Sept. and Singapore 4th Nov., Mails and General.—Melchers & Co.

WONGKOI, German str., 1,115, J. Bruhn, 9th Nov.,— Bangkok 30th Oct., General.—Butterfield & Swire.

WOOSUNG, British str., 1,109, Dawson, 9th Nov.,—Shanghai 5th Nov and Swatow 8th, General.—Butterfield & Swire.

### DEPARTURES.

9th November.

AMARA, British str., for Kobe.

BOURBON, French str., for Saigon.

BRECONSHIRE, British str., for Chefoo.

DERWENT, British str., for Saigon.

HAILAN, French str., for Hoihow.

JOHANNE, German str., for Hoihow.

MANICA, British str., for Nagasaki.

PRINZESS ALICE, German str., for Europe.

SHANTUNG, British str., for Samarang.

TRIUMPH, German str., for Coast Ports.

### VESSELS IN DOCK.

8th November.

ABERDEEN DOCKS.—

HOWARDS DOCKS.—*Lihin*, U.S.S. *Fathomer*, *Argus*, *Loongmoon*, *Kongmun*, H.M.S. *Fame*, H.M.S. *Whiting*, H.M.S. *Moorhen*.

COSMOPOLITAN DOCK.—

### VESSELS PASSED ANJER.

Oct. 21, French barque, *St. Donatien*, Bertrand, from Dunkirk for Saigon.

Oct. 21, British str., *Croydon*, Kerd, Aug. 17, from New York for Manila, *via* Batavia.

Oct. 22, Dutch str., *Anchises*, De Boer, Sept. 17, from Liverpool *via* Amsterdam, for Batavia.

Oct. 22, Dutch str., *Madura*, Haasnoot, Sept. 10, from Amsterdam for Batavia.

Oct. 24, Dutch str., *Memnon*, Koudenberg, Oct. 23, from Tjilatjap for Batavia.

Oct. 25, British str., *Ascot*, Cox, from Durban for Hongkong.

Oct. 25, Norwegian bqe., *Ester*, Hangland, July 22, from Mauritius for Singapore.

Oct. 25, Dutch str., *Lawoe*, Meyer, Sept. 17, from Rotterdam for Batavia.

Oct. 26, Norw. barkentine, *Lyra*, Jorgensen, from Bangkok.

## VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"PREUSSEN,"

OF THE NORDDEUTSCHER LLOYD,

Captain R. Dahl, will leave for the above places TO-DAY, the 10th inst., at 6 A.M.

NORDDEUTSCHER LLOYD.

For Further Particulars, apply to

MELCHERS & CO.,

Agents.

Hongkong, 10th November, 1904. 5

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PENTAKOTA,"

Captain C. Willis, will be despatched as above on SUNDAY, the 13th inst., at DAYLIGHT.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

Agents.

Hongkong, 8th November, 1904. [2633

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TOURANE,"

Captain Girard, will be despatched for the above ports on or about MONDAY, the 14th inst.

For Freight or Passage, apply to

L. BRIDOU,

Acting Agent.

Hongkong, 8th November, 1904. [2

STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

THE Steamship

"KENNEBEC"

will be despatched as above on or about the 18th inst., instead of as previously advertised.

For Freight or further information, apply to

STANDARD OIL COMPANY OF NEW YORK,

Oriental Freight Department.

Hongkong, 14th October, 1904. [2439

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

PROPOSED SAILINGS.

| | About |
|---|---|
| S.S. "CLAVERDALE" ... | 30th Dec., 1904. |
| S.S. "RAS ISSA" ... ... | 20th Jan., 1905. |

For freight and further information apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 8th November, 1904. [2634

ZATAI LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED,

General Agents for China and Japan.

Hongkong, 4th August, 1897.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAMES | FLAG & RIG | BERTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|---|---|---|---|---|---|
| LONDON & ANTWERP, VIA SINGAPORE, &c. | MANILA | Brit. str. | — | H.G.H. Lewellin, R.E.N. | P. & O. S. N. Co. | To-day, at Noon. |
| LONDON, AMSTERDAM & ANTWERP | MACHAON | Brit. str. | 1 m. | | BUTTERFIELD & SWIRE | On 12th inst. |
| LONDON, &c., VIA PORTS OF CALL | CHUSAN | Brit. str. | — | H. W. Kenrick, R.N.R. | P. & O. S. N. Co. | On 19th inst., at Noon. |
| LONDON & ANTWERP | BENALDER | Brit. str. | — | McIntosh | GIBB, LIVINGSTON & CO. | About 19th inst. |
| LONDON, AMSTERDAM & ANTWERP | JASON | Brit. str. | 1 m. | T. G. Steeves | BUTTERFIELD & SWIRE | On 22nd inst. |
| AMSTERDAM, LONDON & ANTWERP | TELEMACHUS | Brit. str. | 1 m. | | BUTTERFIELD & SWIRE | On 6th Dec. |
| AMSTERDAM, LONDON & ANTWERP | DIOMED | Brit. str. | 1 m. | | BUTTERFIELD & SWIRE | On 20th Dec. |
| BREMEN, VIA PORTS OF CALL | PRINZ HEINRICH | Ger. str. | — | Rud Meyer | MELCHERS & CO. | On 16th inst., at Noon. |
| HAVRE, BREMEN & HAMBURG | SLAVONIA | Ger. str. | k. w. | Madsen | HAMBURG-AMERIKA LINIE | On 18th inst. |
| HAVRE & HAMBURG | SEGOVIA | Ger. str. | k. w. | Schoenfeldt | HAMBURG-AMERIKA LINIE | On 29th inst. |
| HAVRE & HAMBURG | SENEGAMBIA | Ger. str. | k. w. | Jaburg | HAMBURG-AMERIKA LINIE | On 13th Dec. |
| HAVRE & HAMBURG | ARMENIA | Ger. str. | k. w. | Forst | HAMBURG-AMERIKA LINIE | On 27th Dec. |
| HAVRE & HAMBURG | C. FERD. LAEISZ | Ger. str. | k. w. | von Hoff | HAMBURG-AMERIKA LINIE | On 11th Jan. |
| TRIESTE, &c., VIA SINGAPORE, &c. | MARIA VALERIE | Aus. str. | — | Berberovich | SANDER, WIELER & CO. | On 25th inst., P.M. |
| GENOA, MARSEILLES & LIVERPOOL | AGAMEMNON | Brit. str. | 1 m. | R. Day | BUTTERFIELD & SWIRE | On 22nd inst. |
| GENOA, MARSEILLES & LIVERPOOL | DARDANUS | Brit. str. | 1 m. | J. Melhench | BUTTERFIELD & SWIRE | On 20th Dec. |
| NEW YORK, VIA PORTS & SUEZ CANAL | KENNEBEC | Brit. str. | — | | STANDARD OIL CO. | About 18th inst. |
| NEW YORK, VIA PORTS & SUEZ CANAL | ST. HUGO | Brit. str. | — | | DODWELL & CO., LD. | About 25th inst. |
| NEW YORK, VIA PORTS & SUEZ CANAL | BREIS-IZEL | Brit. str. | — | | STANDARD OIL CO. | About 1st Dec. |
| NEW YORK VIA SUEZ CANAL | CLAVERDALE | Brit. str. | — | | SHEWAN, TOMES & CO. | About 30th Dec. |
| NEW YORK VIA SUEZ CANAL | RAS ISSA | Brit. str. | — | R. Porrett | SHEWAN, TOMES & CO. | On 20th Jan |
| VANCOUVER, VIA SHANGHAI, &c. | EMPRESS OF INDIA | Brit. str. | 2 m. | R. Archibald | CANADIAN PACIFIC R. CO. | On 16th inst. |
| VANCOUVER, VIA SHANGHAI, &c. | ATHENIAN | Brit. str. | 1 m. | | CANADIAN PACIFIC R. CO. | On 28th Dec. |
| VICTORIA (B.C.) & SEATTLE VIA NAGASAKI, &c. | KERMUN | Brit. str. | 1 m. | | BUTTERFIELD & SWIRE | On 30th inst. |
| VICTORIA (B.C.) & TACOMA VIA JAPAN | TEXAN | Brit. str. | — | G. D. Morrison | DODWELL & CO., LIMITED. | On 17th Dec. |
| PORTLAND, OREGON | ARABIA | Brit. str. | — | Bahle | PORTLAND & ASIATIC S.S. CO. | On 19th inst., at Daylight. |
| AUSTRALIAN PORTS | TSINAN | Brit. str. | 1 m. | Brown | BUTTERFIELD & SWIRE | On 16th inst |
| AUSTRALIAN PORTS | EMPIRE | Brit. str. | — | P. T. Helms | GIBB, LIVINGSTON & CO. | On 16th inst, at Noon. |
| YOKOHAMA, VIA SHANGHAI, MOJI & KOBE | CANDIA | Brit. str. | — | H. E. Kitcat, R.N.R. | P. & O. S. N. Co. | About 13th inst. |
| KOBE | CHANGSHA | Brit. str. | 1 m. | | BUTTERFIELD & SWIRE | On 23rd inst. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | PREUSSEN | Ger. str. | — | Dahl | MELCHERS & CO. | To-day, at 6 A.M. |
| SHANGHAI | SHAOHSING | Brit. str. | 1 m. | | BUTTERFIELD & SWIRE | To-morrow. |
| SHANGHAI, KOBE & YOKOHAMA | TOURANE | Fren. str. | — | Girard | MESSAGERIES MARITIMES | About 14th inst. |
| SHANGHAI | NUBIA | Brit. str. | — | F. N. Tillard | P. & O. S. N. Co. | About 18th inst. |
| AMOY, STRAITS & RANGOON | PENTAKOTA | Brit. str. | — | C. Willis | JARDINE, MATHESON & CO. | On 13th inst., at Daylight. |
| TAMSUI, VIA SWATOW & AMOY | M. STRUVE | Jap. str. | — | T. Brandt | OSAKA SHOSEN KAISHA | On 13th inst., at Daylight. |
| TAMSUI, VIA SWATOW & AMOY | FRITHJOF | Jap. str. | — | H. A. Haraldsen | OSAKA SHOSEN KAISHA | On 20th inst., at Daylight. |
| ANPING, VIA SWATOW & AMOY | PROVIDENCE | Jap. str. | 1 m. | C. Cornelinsen | OSAKA SHOSEN KAISHA | On 16th inst., at Daylight. |
| SWATOW, CHEFOO & TIENTSIN | CHIHLI | Brit. str. | 1 m. | | BUTTERFIELD & SWIRE | On 22nd inst |
| MANILA | YUENSANG | Brit. str. | — | | JARDINE, MATHESON & CO. | To-morrow, at 4 P.M. |
| MANILA DIRECT | ZAFIRO | Brit. str. | — | R. Rodger | SHEWAN, TOMES & CO. | On 12th inst., at 10 A.M. |
| MANILA DIRECT | RUBI | Brit. str. | — | R. W. Almond | SHEWAN, TOMES & CO. | On 19th inst, at 10 A.M. |
| MANILA | TREMONT | Brit. str. | — | T. W. Garlick | DODWELL & CO., LD. | About 2nd Jan. |
| CEBU & ILOILO | KAIFONG | Brit. str. | 1 m. | | BUTTERFIELD & SWIRE | On 18th inst |
| SANDAKAN | MAUSANG | Brit. str. | — | | JARDINE, MATHESON & CO. | On 18th inst., at Noon. |
| KUDAT & SANDAKAN | BORNEO | Brit. str. | 2 m. | E. Muhle | MELCHERS & CO. | Quick despatch. |
| SINGAPORE, COLOMBO & BOMBAY | MAZAGON | Brit. str. | — | W. H. S. Hall | P. & O. S. N. Co. | About 12th inst. |
| SINGAPORE, PENANG & CALCUTTA | LAISANG | Brit. str. | — | | JARDINE, MATHESON & CO. | On 15th inst., at 3 P.M. |
| BOMBAY VIA SINGAPORE & PENANG | ISCHIA | Ital. str. | — | Maganzini | CARLOWITZ & CO. | On 12th inst., at Noon. |

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS. | CAPTAIN. | FOR | SAILING DATE. |
|---|---|---|---|---|
| ZAFIRO | 2540 | R. Rodger | Manila direct. | Sat., 12th Nov., 10 A.M. |
| RUBI | 2540 | R. W. Almond | Manila direct. | Sat., 19th Nov., 10 A.M. |

For Freight or Passage apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 7th November, 1904. 116

## CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| | | |
|---|---|---|
| R.M.S. "EMPRESS OF INDIA" | 6,000 Tons | WEDNESDAY, 16th Nov. |
| R.M.S. "EMPRESS OF JAPAN" | 6,000 Tons | WEDNESDAY, 14th Dec. |
| R.M.S. "ATHENIAN" | 3,882 Tons | WEDNESDAY, 28th Dec. |
| R.M.S. "EMPRESS OF CHINA" | 6,000 Tons | WEDNESDAY, 11th Jan. |
| R.M.S. "TARTAR" | 4,425 Tons | WEDNESDAY, 25th Jan. |

Hongkong to London, 1st Class ..... via St. Lawrence £60 via New York £62.
Intermediate on Steamers, and 1st Class Rail ..... " £40. " " £42.

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

D. W. CRADDOCK, Acting General Agent,

9, Pedder Street.

## PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS. |
|---|---|---|---|
| LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID | MANILA, H.G.H. Lewellin, R.N.R. | Noon, 10th November | Freight and Passage. |
| SINGAPORE, COLOMBO and BOMBAY | MAZAGON, W. H. S. Hall | About 12th November | Freight only. |
| YOKOHAMA, VIA SHANGHAI, MOJI and KOBE (Passing through the Inland Sea) | CANDIA, H. E. Kitcat, R.N.R. | About 13th November | Freight only. |
| * SHANGHAI | NUBIA, F. N. Tillard | About 16th November | Freight and Passage. |
| LONDON, &c. | CHUSAN, H. W. Kenrick, R.N.R. | Noon, 19th November | *See Special Advertisement.* |

* Expected to arrive on or about 7th October, will leave for the above port as soon as possible after her arrival with the next English Mail.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 9th November, 1904. [1

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

*N.B.*—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

| STEAMERS. | | SAILING DATES. 1904 |
|---|---|---|
| PRINZ HEINRICH | WEDNESDAY | 16th November |
| PRINZ REGENT LUITPOLD | WEDNESDAY | 23rd November |
| PREUSSEN | WEDNESDAY | 7th December |
| PRINZ EITEL FRIEDRICH | WEDNESDAY | 21st December |
| SEYDLITZ | WEDNESDAY | 4th January 1905 |
| GNEISENAU | WEDNESDAY | 18th January |
| BAYERN | WEDNESDAY | 1st February |
| ZIETEN | WEDNESDAY | 15th February |
| SACHSEN | WEDNESDAY | 1st March |
| PRINZESS ALICE | WEDNESDAY | 15th March |
| PRINZ REGENT LUITPOLD | WEDNESDAY | 29th March |
| PREUSSEN | WEDNESDAY | 12th April |
| PRINZ EITEL FRIEDRICH | WEDNESDAY | 26th April |

ON WEDNESDAY, the 16th day of NOVEMBER, 1904, at NOON, the Steamship "PRINZ HEINRICH," Captain Rud Meyer, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 14th November. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 15th November, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 15th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 10th November, 1904. 5

## OSAKA SHOSEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| FOR | STEAMERS | LEAVING |
|---|---|---|
| TAMSUI, VIA SWATOW AND AMOY | "M. STRUVE" T. BRANDT | SUNDAY, 13th Nov., at Daylight. |
| ANPING, VIA SWATOW AND AMOY | "PROVIDENCE" C. CORNELINSEN | WEDNESDAY, 16th Nov., at Daylight. |
| TAMSUI, VIA SWATOW AND AMOY | "FRITHJOF" H. A. HARALDSEN | SUNDAY, 20th Nov., at Daylight. |

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Vœux Road Central.

Hongkong, 7th November, 1904. T. ARIMA, Manager. [15

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. | |
|---|---|---|---|
| SLAVONIA (ex STRASSBURG) Capt. Madsen | HAVRE, BREMEN and HAMBURG (Calling at Singapore, Penang and Colombo) | On 18th Nov. | Freight & Passengers. |
| SEGOVIA Capt. Schoenfeldt | HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo) | On 29th Nov. | Freight. |
| SENEGAMBIA (ex NURNBERG) Capt. Jaburg | HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo) | On 13th Dec. | Freight. |
| ARMENIA Capt. Forst | HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo) | On 27th Dec. | Freight. |
| C. FERD. LAEISZ Capt. von Hoff | HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo) | On 11th Jan. | Freight. |

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE,

No. 1, QUEEN'S BUILDINGS.

13

## VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE,"

Captain P. T. Helms, will be despatched for the above ports on WEDNESDAY, the 16th inst., at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

*N.B.*—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 18th October, 1904. [2472

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"CHUSAN,"

Captain H. W. Kenrick, R.N.R. carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 19th instant, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "Macedonia," 10,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Marmora," due in London on the 1st January, 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 7th November, 1904. [1

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL

PROPOSED SAILINGS FROM HONGKONG.

| 1904. | About |
|---|---|
| "ST. HUGO" ... ... ... | 25th Nov. |
| "SHIMOSA" ... ... ... | 18th Dec. |

For Freight and further information, apply to

DODWELL & CO., LD.,

Agents.

Hongkong, 9th August, 1904. [877

STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

THE Steamship

"BREIS-IZEL"

will be despatched as above on or about the 1st December, 1904.

For Freight & further information, apply to

STANDARD OIL COMPANY OF NEW YORK,

Oriental Freight Department.

Hongkong, 4th November, 1904. [2603

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RAS ISSA,"

Captain R. Porrett, will be despatched for the above port on 20th January, 1905.

For Freight, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 2nd November, 1904. [2588

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. Austin, R.N.R.

THIS Steamer departs from Hongkong, on Week Days, at 8 A.M.; and on Sundays, at 8.30 A.M.; Departs from Macao on Week Days about 2.30 P.M. and on Sundays at 6.30 P.M.

FARES—(week days) 1st Class (including cabin and servant), Single $3, Return Ticket $5. 2nd Class $1. 3rd Class 50 cents.

Every Sunday will be on *Excursion*, at the following rates:

1st and 2nd Class, Single Ticket $1, Return $2. 3rd Class, Single 30 cents, Return 50 cents, Steerage 10 cents.

Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of $2.

On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged $3 extra.

First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO.,

2nd Floor, 16, Victoria Street.

Hongkong, 7th October, 1904. 28

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. J. Page, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

| | | |
|---|---|---|
| 1st Class ... ... | $3.00 | for Single journey |
| 2nd " ... ... | 1.50 | " " |
| Meals ... ... | 1.00 | each. |

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.

No. 216, Wing Lok Street.

Hongkong, 27th February, 1904. [7

# OCEAN STEAM SHIP CO., LD.
AND
# CHINA MUTUAL STEAM NAVIGATION CO., LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

### OUTWARDS.

| FROM | STEAMERS | DUE |
|---|---|---|
| GLASGOW and LIVERPOOL... | "DIOMED" | On 9th November. |
| GLASGOW and LIVERPOOL... | "NINGCHOW" | On 20th November. |
| GLASGOW and LIVERPOOL... | "KEEMUN" | On 28th November. |

### HOMEWARDS.

| FOR | STEAMERS | TO SAIL |
|---|---|---|
| LONDON, AMSTERDAM and ANTWERP | "MACHAON" | On 12th November. |
| LONDON, AMSTERDAM and ANTWERP | "JASON" | On 22nd November. |
| * GENOA, MARSEILLES and LIVERPOOL | "AGAMEMNON" | On 22nd November. |
| AMSTERDAM, LONDON and ANTWERP | "TELEMACHUS" | On 6th December. |
| AMSTERDAM, LONDON and ANTWERP | "DIOMED" | On 20th December. |
| * GENOA, MARSEILLES and LIVERPOOL | "DARDANUS" | On 20th December. |

* Taking Cargo for Liverpool at London Rates.

### TRANS-PACIFIC SERVICE.

| FOR | STEAMERS | TO SAIL |
|---|---|---|
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA | "KEEMUN" | On 30th November. |

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th October, 1904. [10-11

# CHINA NAVIGATION CO. LIMITED.

| FOR | STEAMERS | TO SAIL. |
|---|---|---|
| SHANGHAI | † "SHAOHSING" | On 11th November. |
| PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE | * ‡ "TSINAN" | On 16th November. |
| CEBU and ILOILO | * "KAIFONG" | On 18th November. |
| SWATOW, CHEFOO & TIENTSIN | "CHIHLI" | On 22nd November. |
| KOBE | * "CHANGSHA" | On 23rd November. |

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtsze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th November, 1904. [12

# INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO SAIL. |
|---|---|---|
| * MANILA | "YUENSANG" | Friday, 11th Nov., 4 P.M. |
| *SINGAPORE, PENANG & CALCUTTA | "LAISANG" | Tuesday, 15th Nov., 3 P.M. |
| SANDAKAN | "MAUSANG" | Friday, 18th Nov., Noon. |

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtsze Ports.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

Hongkong, 9th November, 1904. [1938

# NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
## VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

| Steamer. | Tons. | Captain. | Sailing Date. |
|---|---|---|---|
| TEXAN | 8,615 | G. D. Morrison | Saturday, December 17th |
| TREMONT | 9,606 | T. W. Garlick | January 10th |
| ‡ LYRA | 4,417 | G. V. Williams | February 9th |
| ‡ PLEIADES | 3,753 | Purington | March 4th |

‡ Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

| | | | |
|---|---|---|---|
| S.S. TREMONT | 9,606 tons. | T. W. Garlick | About 2nd January. |

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS.
Hongkong, 24th October, 1904. [7

# PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG S'HAI via INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

| STEAMSHIP | TONS. | CAPTAIN | TO SAIL AT DAYLIGHT ON |
|---|---|---|---|
| "ARABIA" | 4,483 | Bahle | November 19th, 1904. |
| "ARAGONIA" | 5,198 | Schuldt | December 13th, 1904. |
| "NICOMEDIA" | 4,370 | Wagner | January 9th, 1905. |
| "NUMANTIA" | 4,370 | Brehmer | January 25th, 1905. |

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.

Hongkong, 14th October, 1904. [14

# SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.
The following chartered steamers will run at intervals of about 3 weeks:—

| | |
|---|---|
| S.S. "SWANLEY" | Captain J. P. Dawson. |
| S.S. "COURTFIELD" | Captain J. W. Martin. |
| S.S. "CRANLEY" | Captain W. E. Steele. |
| S.S. "IKBAL" | Captain A. Jennings. |
| S.S. "ASCOT" | Captain C. E. Cox. |
| S.S. "LOTHIAN" | Captain J. C. Williamson. |
| S.S. "INKUM" | Captain E. S. Pearse. |
| S.S. "SIKH" | Captain J. Rowley. |
| S.S. "SOFALA" | Captain G. A. Shepherd. |
| S.S. "INDRASHAMA" | Captain R. P. Craven. |
| S.S. "INDRAVELLI" | Captain H. G. Porter. |

For Freight, apply to
GIBB, LIVINGSTON & CO.,
AGENTS.

Hongkong, 29th October, 1904. [2030

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR KUDAT AND SANDAKAN.
Taking Cargo at Through Rates to
TAWAO, LAHAD DATU, LABUAN AND ZAMBOANGA.

THE Company's Steamship

"BORNEO,"

Captain E. Muhle, will be ready to load for the above ports on THURSDAY, the 10th inst.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.

Hongkong, 5th November, 19 4. [2611

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID MESSINA, NAPLES, LEGHORN and GENOA also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.
(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA,"

Captain Meganzini, will be despatched as above on SATURDAY, the 12th inst., at NOON.
At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 31st October, 1904 [4

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER,"

Captain McIntosh, will be despatched as above on or about the 19th inst.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 22nd October, 1904. [2499

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.
Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MARIA VALERIE,"

Captain Berberovich, will be despatched as above on FRIDAY, the 2 th inst., P.M.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
Princes' Buildings.

Hongkong, 2nd November, 1904. [3

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"

951 Tons, Captain J. McGinty, will leave for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
First-class Fare, $3 each way. Second-class, $1.50 each way. Meals, $1 each.
Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LD
No. 147, Connaught Road Central.

Hongkong, 15th March, 1904 [2

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE as hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO.'S, OCEAN S.S. CO., and CHINA MUTUAL S.N. CO.
For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.
A. S. MIHARA,
Manager.

Hongkong 20th May, 1904. 2265

FOR EUROPE and AMERICA, INDIA, AUSTRALIA, &C., and for PRIVATE RESIDENTS AT THE OUTPORTS.
A COMPREHENSIVE AND COMPLETE RECORD OF THE
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY PRESS,
with which is incorporated
"THE CHINA OVERLAND TRADE REPORT."
subscription, if paid in advance, $12 per annum
Postage to any part of the World $2.

## NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CHUSAN,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo:—
From London, &c., ex s.s. *China*.
From Australia, ex s.s *India*.
From Calcutta, ex s.s. *Palermo*.
From Persian Gulf ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY, the 4th inst.
Goods not cleared by the 11th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT,
Superintendent.

Hongkong, 4th November, 1904. [1

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.
All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 11th instant, will be subject to rent.
CARLOWITZ & CO.,
Agents.

Hongkong, 4th November, 1904 [4

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 10th inst., will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 17th inst., or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 3rd November, 1904. [2599

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

THE Steamship

"GLENTURRET,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
Goods not cleared by the 14th inst., will be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.
McGREGOR BROS. & GOW.

Hongkong, 7th November, 1904. [2623

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 4 P.M., of the 10th inst., will be landed at Consignee's risk and expense into Godowns at EAST POINT.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 8th November, 1904. [1938

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON AND PORTS.

THE Bucknall Line Steamship

"MANICA,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY, the 8th inst.
Goods not cleared before the 15th inst., will be subject to rent.
All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 18th inst., or claims in connection therewith will not be recognised.
No Fire Insurance will be effected.
NIPPON YUSEN KAISHA.
Agents.

Hongkong, 8th November, 1904. 2645

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PEKIN,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
This Vessel brings on Cargo:—
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s steamers.
Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT.
Superintendent.

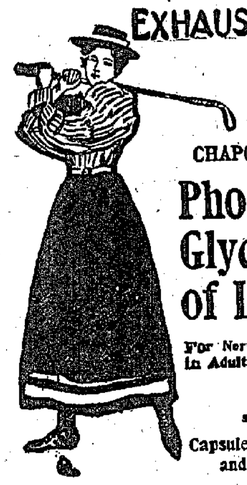
Hongkong, 8th November, 1904. [1


CARBOLINEUM-AVENARIUS

Known all over the World as a thoroughly effective preserver of Wood against White Ants Fungus, Dry-rot, Decay.
Number of Testimonials from Authorities as well as from Private Customers.
LUTGENS, EINSTMANN & CO
Sole Agents for China.

Hongkong, 19th July, 1904 161

FOR NERVOUS EXHAUSTION



CHAPOTEAUT'S
Phospho Glycerate of Lime
For Nervous Troubles in Adults and Children
SOLD IN
Capsules, in Syrup, and in Wine
Increases vital energy and nerve force.
Full instructions with each bottle
CHAPOTEAUT—PARIS, FRANCE
2459—4

MARTIN'S
APIOL & STEEL PILLS
for Ladies.
A French Remedy for all Irregularities. Thousands of Ladies keep a box of Martin's Pills in the house, so that on the first sign of any Irregularity of the System a Timely Dose may be administered. Those who use them recommend them, hence their enormous sale. At all Chemists and Stores, or post free 6s. MARTIN, Chemist SOUTHAMPTON, ENGLAND.
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A PERFECT BEVERAGE.

van Houten's Cocoa

is known and prized throughout the whole world for its high quality and delicious natural flavor.

van Houten's Cocoa

Best & Goes Farthest.

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## SHIPPING IN PORT.

STEAMERS.

AGINCOURT, British str., 2,876, H. T. Worsnop, Hainan Island 1st Oct.—Gilman & Co.
APENRADE, German str., 611, A. P. Ulderup, 5th Nov.,—Haiphong 30th October and Hoihow 4th Nov., General—Jebsen & Co.
ARDANDEARG, British str., 2,103, Wm. Kinley, 8th Nov.,—Penarth (Wales) 22nd Sept., Coal.—Dodwell & Co.
ASCOT, British str., 2,785, C. E. Cox, 7th Nov., Durban 27th Sept.—Gibb, Livingston & Co.
BARON ELDON, British str., 2,373, Ulstrom, 4th Nov.,—Moji 28th Oct., Coal.—Arnhold, Karberg & Co.
BAWTRY, British str., 1,542, Shotton, 22nd October,—Labuan (Borneo) 15th Oct., Coal.—Order.
BENVENUE, British str., 2,302, Kroeble, 3rd November,—Kutchinotzu 28th Oct., Coal.—Gibb, Livingston & Co.
BORNEO, German str., 2,168, E. Muhle, 3rd November,—Sandakan 28th Oct., Timber and General.—Melchers & Co.
CASTOR, Norwegian str., 774, Joh. Martin, 2nd November,—Cardiff 10th Sept., Coal.—Order.
EMPRESS OF INDIA, British str., 3,032, R. Archibald, R.N.R., 26th Oct.—Vancouver 3rd October and Shanghai 23rd, Mails and General.—C. P. R. & Co.
FALLODON HALL, British steamer, 2,215, F. Wickham, 4th Nov.,—Barry Dock, 16th Sept., Coals.—Order.
FOOSHING, British steamer, 1,896, Arthur, 3rd November,—Hongay 30th Oct., Coal.—Jardine, Matheson & Co.
GLENFALLOCH, British str., 1,434, W. Pentney, 8th Nov.,—Penang and Singapore 1st Nov., General.—Chinese.
GLENTURRET, British str., 3,026, R. Webster, 7th Nov.,—Middlesbro', Antwerp, London and Singapore 1st Nov., General.—McGregor Bros. & Gow.
HALABAN, Dutch str., 395, J. Steendam, 7th November,—Amoy 6th Nov., Ballast.—Arnhold, Karberg & Co.
HONGKONG, French str., 742, A. Suzzoni, 8th November,—Haiphong and Hoihow 7th Nov., General.—A. R. Marty.
ISCHIA, Italian str., 2,784, Maganaini Dante, 4th Nov.,—Bombay 17th Oct. and Singapore 28th, General.—Carlowitz & Co.
LAERTES, British str., 1,351, J. B. Jackson, 2nd November,—Saigon 28th October, Meal.—Chinese.
LEGASPI, American str., 568, D. Yribar, 7th Nov.,—Manila 4th November, General.—Barretto & Co.
LAISANG, British str., 3,450, E. J. Tadd, 8th November,—Calcutta 22nd Oct., General.—Jardine, Matheson & Co.
LISA, Swedish str., 998, H. Horndahl, 30th October,—Moji 24th Oct., Coal.—M. tiB Kaisha.
LOONGMOON, German str., 1,245, T. Kalkofen, 5th Nov.,—Canton 4th Nov., General.—Siemssen & Co.
MADELEINE RICKMERS, German str., 1,020, L. Gortsen, 4th November,—Bangkok 28th October, Rice and Teakwood.—Butterfield & Swire.
MAUSANG, British str., 1,644, S. J. Payne, 8th Nov.,—Sandakan 2nd Nov., Timber and General.—Jardine, Matheson & Co.
MELITA, French str., 200, Le Prevost, 2nd November,—Tourane 28th Oct., General.—Bradley & Co.
MERCEDES, British str., 3,000, J. S. McGregor, 30th Oct.,—Weihaiwei 23rd Oct., Ballast.—Naval Stores Office.
PAKLAT, German str., 1,018, H. Demes, 4th November,—Bangkok 28th Oct., Rice and Wood.—Butterfield & Swire.
PEKIN, British str., 2,522, C. R. Longden, 7th November,—London and Singapore 31st Oct., General.—P. & O. S. N. Co.
SALFORDIA, British str., 2,365, G. C. Dusting, 5th Nov.,—Cardiff *via* Durban 12th Aug., Coal.—Dodwell & Co.
SETUN, Norwegian str., 865, E. Fingalsen, 7th November,—Kobe *via* Moji 1st Nov., General.—Chinese.
SHANTUNG, German str., 1,835, Engelbarth, 4th Nov.,—Moji 29th November, Coal.—Melchers & Co.
SIBERIA, American str., 5,655, J. Tremaine Smith, 4th November,—San Francisco 7th Oct., and Shanghai 1st November, Mails and General.—Pacific Mail S. S. Co.
SIMOOM, British str., 2,379, R. E. Collins, 6th November,—Cardiff 25th Sept., Patent Fuel and Coke.—British Government.
TAISHAN, British str., 1,121, A. Jones, 27th October,—Saigon 22nd Oct., Rice and Meal.—Bradley & Co.
TJIMAHI, Dutch str., 2,470, Jurriaanse, 6th November,—Batavia 9th Oct. and Manila 2nd Nov., General.—Java-China-Japan Lijn.

## POST OFFICE NOTICES.

CHRISTMAS AND NEW YEAR'S PARCELS.

Parcels posted before 3 p.m. on the 18th of November are due in London on Christmas morning.

With an additional fee of 60 cents parcels may be sent via Brindisi, and if posted before 3 p.m. on the 18th of November would accompany the letter mail, which is due in London on the 19th of December. Parcels intended for New Year's delivery should also be forwarded by the mail of the 18th of November, as the Parcel mail per s.s. *Simla*, which leaves here on the 3rd of December is not due in London till the 8th of January via Gibraltar, and the 2nd of January via Brindisi. The rates of postage on ordinary parcels are as follows:—

For a parcel not exceeding 3 lbs. in weight ... ... ... ... ... 60 cents.
" " " 7 lbs. " ... ... ... ... ... $1.20 "
" " " 11 lbs. " ... ... ... ... ... $1.80 "

All parcels containing jewellery or any article of gold or silver *must* be insured; all insured parcels *must* be sealed. The seals must bear the impression of a device or private mark. Coins must not be used for sealing purposes.

The *Tourane*, with the French mail of the 14th ult., left Singapore on Monday, the 7th inst., at 8 p.m., and may be expected here on or about Monday, the 14th inst. This packet brings replies to letters despatched from Hongkong on the 10th September.

MAILS WILL CLOSE

| For | Per | Date. |
|---|---|---|
| Macao | *Wingchai* | Thursday, 10th, 7.30 A.M. |
| Canton | *Powan* | Thursday, 10th, 7.30 A.M. |
| Bangkok | *Paklat* | Thursday, 10th, 9.00 A.M. |
| Bangkok | *Tsintau* | Thursday, 10th, 9.00 A.M. |
| Haiphong | *Hongkong* | Thursday, 10th, 11.00 A.M. |
| Quang Chow Wan | *Kong Nam* | Thursday, 10th, 11.00 A.M. |
| Singapore, Penang and Colombo | *Manila* | Thursday, 10th, 11.00 A.M. |
| Macao | *Heungshan* | Thursday, 10th, 1.45 P.M. |
| Kongmoon and Kumchuk | *Takhing* | Thursday, 10th, 5.00 P.M. |
| Namtao | *Taichun* | Thursday, 10th, 5.00 P.M. |
| Sanbue | *Hoifa* | Thursday, 10th, 5.00 P.M. |
| Canton | *Honam* | Thursday, 10th, 5.00 P.M. |
| Macao | *Wingchai* | Friday, 11th, 7.30 A.M. |
| Canton | *Fatshan* | Friday, 11th, 7.30 A.M. |
| Newchwang | *Taishan* | Friday, 11th, 11.00 A.M. |
| Macao | *Heungshan* | Friday, 11th, 1.45 P.M. |
| Manila | *Yuensang* | Friday, 11th, 3.00 P.M. |
| Shanghai | *Shaohsing* | Friday, 11th, 3.00 P.M. |
| Moji, Kobe and Yokohama | *Tjimahi* | Friday, 11th, 3.00 P.M. |
| Kongmoon, Kumchuk, Samshui, Shiuhing, Takhing and Wuchow | *Sunui* | Friday, 11th, 5.00 P.M. |
| Namtao | *Taichun* | Friday, 11th, 5.00 P.M. |
| Sanbue | *Hoiyu* | Friday, 11th, 5.00 P.M. |
| Canton | *Hankow* | Friday, 11th, 5.00 P.M. |
| Macao | *Wingchai* | Saturday, 12th, 7.30 A.M. |
| Canton | *Honam* | Saturday, 12th, 7.30 A.M. |
| Kudat and Sandakan | *Borneo* | Saturday, 12th, 8.00 A.M. |
| Manila | *Zafiro* | Saturday, 12th, 9.00 A.M. |
| Singapore, Penang and Bombay | *Ischia* | Saturday, 12th, 10.00 A.M. |

### TO-DAY.

Sale, Household Furniture, Sales Rooms, Mr. Geo. P. Lammert, 11 a.m.

Ordinary yearly Meeting of the Dairy Farm Co., Ld., 3 p.m.

## COMMERCIAL.

CLOSING QUOTATIONS.

8th November.

ON LONDON.—
Telegraphic Transfer ............1/10⅝
Bank Bills, on demand ............1/10 11/16
Bank Bills, at 30 days' sight ......1/10¾
Bank Bills, at 4 months' sight ....1/10⅞
Credits, at 4 months' sight.........1/10⅞
Documentary Bills, 4 months' sight 1/10⅞

ON PARIS.—
Bank Bills, on demand ............232
Credits, at 4 months' sight .........235½

ON GERMANY.—
On demand ..............................188

ON NEW YORK.—
Bank Bills, on demand ...........44⅞
Credits 60 days' sight ............45⅜

ON BOMBAY.—
Telegraphic Transfer ..............137¼
Bank, on demand......................137½

ON CALCUTTA.—
Telegraphic Transfer ..............137¼
Bank, on demand......................137½

ON SHANGHAI.—
Bank, at sight ..........................71⅜
Private, 30 days' sight...............72⅜

ON YOKOHAMA.—On demand ............90⅝
ON MANILA.—On demand—Pesos.—89¼
ON SINGAPORE.—On demand ......5¼ p.c. pm.
ON BATAVIA.—On demand ............111⅛
ON HAIPHONG.—On demand ..........1¼ p.c. pm
ON SAIGON.—On demand ..............1 p.c. pm.
ON BANGKOK.—On demand ................62¼
SOVEREIGNS, Bank's Buying Rate ...$10.75
GOLD-LEAF, 100 fine, per tael ...... $56.40
BAR SILVER, per oz. ......................26⅜

### OPIUM.

7th November

Quotations are:— Allow'ce net. to 1 catty.

| | | | | |
|---|---|---|---|---|
| Malwa New | ......$1100 | to | $1150 | per picul |
| Malwa Old | ........$1220 | to | $1250 | " |
| Malwa Older | ......$1270 | to | $1300 | " |
| Malwa V. Old | .....$1340 | to | $1380 | " |
| Persian fine quality | $870 | to | — | " |
| Persian extra fine | ..$890 | to | — | " |
| Patna New | ........$1180 | to | — | per chest. |
| Patna Old | ........$ — | to | — | " |
| Benares New | ......$1132½ | to | — | " |
| Benares Old | .......$1130 | to | — | " |

## VESSELS EXPECTED.

THE AMERICAN MAIL.

The mail ex steamer *Mongolia* has been transferred at Nagasaki to the P. and A. str. *Arabia*, due here on the 13th Nov.

The T.K.K. steamer *America Maru*, from San Francisco to the 19th Oct. *via* Honolulu, left Yokohama for this port *via* Kobe, &c., on the 9th Nov., a.m., due here on or about the 18th November.

THE FRENCH MAIL.

The M.M. steamer *Tourane* left Singapore on Monday, the 7th Nov., at 8 p.m., for this port *via* Saigon.

THE CANADIAN MAIL.

The C.P.R. steamer *Empress of Japan* left Vancouver on Monday, the 31st Oct., p.m., for Hongkong *via* the usual ports of call.

MERCHANT STEAMERS.

The P. & O. steamer *Candia* left Singapore for this on the 5th Nov., at 4 p.m.

The A.A. steamer *Kish*, from New York, left Singapore on the 23rd Oct. for Manila, and is due here to-morrow.

The H.A.L. steamer *Senegambia*, from Hamburg, left Singapore for this port on the 7th Nov., a.m., and may be expected here on the 13th Nov.

The P.M. steamer *Mongolia* sailed from Nagasaki to Manila on Monday, the 7th Nov., at 8 a.m., due there Friday, the 11th Nov., at daylight.

The steamer *Catherine Apcar*, from Calcutta, left Singapore for this port on the 8th Nov., p.m.

The C.-J.-A. Line steamer *Prinz Sigismund* left Sydney *via* Brisbane and New Guinea for Hongkong on Saturday, the 29th Oct., at 2 p.m., and is expected here on or about the 21st Nov.

The O.S.S. & C.M. steamer *Deucalion* is expected to leave Victoria (B.C.) for Japan and Hongkong on the 24th Nov.

The A.A. steamer *Massapequa* left New York on the 6th Oct., and is due here on the 29th Nov.

The P. & A. steamer *Aragonia* left Portland on the 29th Oct. *via* Japan ports, and is due here on the 30th Nov.

The Barber Line steamer *Shimosa* left New York on the 14th August.

The steamer *Richmond Castle* left New York on the 23rd Oct.

STEAMERS PASSED THE CANAL.

Oct. 4th—*Poschan, Eiger.* 14th—*Senegambia, Candia. Glenfarg, Shrewsbury.* 18th—*Theo.* 21st—*Ningchow, Bayern, Tourane.* 25th—*Kalibia.* 28th—*Keemun, Vauxhall.* Nov. 1st—*Formosa, Glenesk, Socotra, Ghazee, Prinz Eitel Friedrich, Sophie Rickmers, Tydeus.* 4th—*Kintuck, Sachsen, Sambia, Tonkin, Hudson, Dundas.* 8th—*Merionethshire, Moyune, Stentor, Seneca, Willehad.*

ARRIVALS AT HOME.

Oct. 21st—*Badenia, Gneisenau, Spezia, Nubia.* 25th—*Radnorshire.* 28th—*Glaucus.* Nov. 1st—*Nippon, Andalusia* 4th—*Lowther, Benvorlich, Pak Ling, Idomeneus.* 8th—*Australien.*

### PASSENGERS.

ARRIVED.

Per *Wongkoi*, from Bangkok, Messrs. C. H. Thorn and H. A. Jones.

Per *Manila*, from Yokohama, for Hongkong, Miss McPherson; from Kobe, Mr. and Mrs. Mowbray; from Shanghai, Messrs. F. W. Potter, H. R. Parker, L. J. M. Duncan, V. H. Lanning, O. V. Lanning, T. Wallace, S. Wallace, T. Randan, P. Alderton, J. Dynoo, W. S. King, G. C. Dew, C. C. Dunman; for London Messrs. W. W. King, E. T. Fuller; from Foochow, for Hongkong, Rev. T. Icely, Mr. E. B. Drew; for Marseilles, Mr. C. Kerritt Rogers.

Per *Preussen*, for Hongkong, from Bremen, Messrs. Sauberweig and A. v. Arend; from Southampton, Mr. H. W. Robertson and family, Lady Florence Boyle, Messrs. Chas. Lloyd, G. B. Carpenter, Misses Sutton, Lane, Messrs. H. Scriven and P. E. Browne, Mrs. Cleland and children, and Mr. John Carnie; from Genoa, Mrs. J. M. Bell, Miss E. J. Hones, Messrs. de los Santos, C. Alkan, and Conde, Misses N. R. Jackson, N. Thomas, A. Gihl, Mr. O. Meyer, and Miss L. Lambert; from Singapore, Messrs. G. F. Allman, T. R. Hubback, E. Bradbery, Alex. Stronach, V. Y. Perkins, Mr. and Mrs. Mactaggart, Messrs. Robert B. Reis, W. B. Cochrane, E. W. N. Wyatt, Dr. Ritchie, Capt. E. J. M. Barrett, Mr. and Mrs. J. D. Parsons, Capt. and Mrs. H. L. Talbot and children; for Manila, from Naples, Messrs. Juan Sumulong, Baldom Roxas, Vincente Tirgson, Mariano Ramirez, and Juan Pimentel.

DEPARTED.

Per *Prinzess Alice*, for Hamburg, Messrs. Richard Abel, J. A. Pereira d'Almeida, M. A. Ribeiro d'Almeida, J. Anlauf, Anissinoff, M. Aubeyleau, E. Backhouse, Bamberg, Schwester Barbara, R. Behn, Mrs. R. Bent, Mrs. Booth and child, Mr. and Mrs. Borkowitz, Messrs. E. Bowditsch, Taylor Brown, Mr. and Miss Buckwaldy, Messrs. C. R. Burkill, von Cosel, Mr. and Mrs. F. Danckwert and children, Messrs. Paul Danner, John Duncan, Miss Dwyer, Messrs. Eggebrecht, Edler, Mr. and Mrs. Forris, Mrs. Fyson, Mr. and Mrs. Gallois and children, Messrs. F. Goerz, Michel George, Grohn, P. Grammel, Mr. and Mrs. Grun, Mr. A. Gugelmann, Mr. and Mrs. F. H. L. Haesloop and children, Mr. and Mrs. Haimovitch, Messrs. L. Hamada, H. P. Hansen, Mr. and Mrs. Harris, Mr. T. H. Hasche, Mr. and Mrs. Hartmann, Capt. C. H. Haswell, Miss Hawler, Mr. and Mrs. E. Heck, Mr. R. G. Heckterd, Dr. Herrmann, Messrs. W. Himey, Hinrichs, F. Hohnke, Miss Hoffmann, Capt. Hopmann, Mr. and Mrs. H. des Amorie v. d. Hoeven, Mr. Ida, Mrs. Ipland and daughter, Mr. Irmer, Capt. Ivanoff, Mr. Junker, Mr. and Mrs. Juan, Mr. and Mrs. Cameron Johnson, Mr. von Kapp, Mr. and Mrs. D. H. van de Kamer and children, Mr. and Mrs. J. C. Keyes, Messrs. Kirbach, F. W. Koffyberg, M. Laengerer, J. B. Leitson, Mr. and Mrs. G. F. Lapeyre, Mrs. H. G. Leonard, Messrs. S. W. Letvinoff, Levzow, H. F. Lucas, Maguis, A. Mayrhofer, Mrs. E. Matheus, Mr. and Mrs. Melegari, Mrs. J. Mendelson and daughter, Mr. Meyer, Mrs. Molland and children, Consul E. Morgan, Mr. A. E. Moses, Admiral Motonsovits, Mrs. Much, Mr. von Mutius, Mrs. Muysken, Mrs. H. W. Nathan and child, Mr. and Mrs. Nettleship, Mr. Newborn, Mrs. Fessie Nickels, Messrs. Oldershaw, H. G. Omamura, E. Oltmann, Mrs. van Osand children, Mr. and Mrs. John C. Oswald and children, Mr. A. von Osten, Dr. Popowitch, Dr. and Mrs. Behlen, Mr. E. S. Rendall, Miss E. Ritson, Mr. Robertson, Mr. and Mrs. Carl Rogge, Misses Malchen, Marie-Luise, and Rudi Rogge, Messrs. H. von Roll, J. Rosenfeld, Rostoff, Dr. Rypkoff, Dr. and Mrs. Salonch, Mrs. A. Sarbari, Mrs. R. Schmid and children, Mr. v. Schreiber, Dr. S. Shoetsoff, Miss B. Simpson, Messrs. S. F. Smith and S. Somekh, Miss Suzuki, Dr. and Mrs. Sweasey Power, Miss Else Symann, Mr. R. Takagi, Mrs. Troliacoff and son, Mr. W. J. Tyack, Mrs. H. O. Vincente and children, Mr. and Mrs. Vonck, Messrs. A. G. Verwayen and Watz, Misses Wells, Mary Wells and children, Miss White, Mr. Zea, Mrs. Siegenmeyer, Mr. and Mrs. E. Zobel, and Dr. R. Zoeppitz.

### THE PROVINCE OF SHANTUNG.

ITS TRADE, POPULATION AND FUTURE PROSPECTS.

BY M. O'S.

Reprinted from the "HONGKONG DAILY PRESS."
Price, 50 cents Cash, Messrs. Kelly & Walsh or *Daily Press* Office.

Hongkong, 31st January, 1900.

## JOINT STOCK SHARES.

Hongkong, 8th November.

| Company. | Paid up. | Quotations. |
|---|---|---|
| **Banks—** | | |
| Hongkong & S'hai. | $125 | $695, sales & buy. L'don, £69. |
| Natl. Bank of China | | |
| A. Shares | £8 | $39. |
| B. Shares | £8 | $39. |
| Foun. Shares | £1 | $10, buyers |
| **Insurance—** | | |
| Union | $100 | $685, buyers |
| China Traders' | $25 | $61, buyers |
| North China | £5 | Tls. 80, ex div. |
| Yangtsze | $60 | $145. |
| Canton | $50 | $250, sales |
| Hongkong Fire | $50 | $335, buyers |
| China Fire | $50 | $90, sales & buy. |
| **Steamship Coys.—** | | |
| H., Canton and M. | $10 | $29¼, buyers |
| Indo-China S. N. | $15 | $130, sellers |
| China and Manila | $50 | $23, buyers |
| Douglas Steamship | $50 | $35, sellers |
| Star Ferry | $10 | $40, sales & sellers |
| | $5 | $30, sales |
| Shell Transport & Trading Co. | £1 | 23s. 6d., sales |
| Do. pref. shares | £10 | £8 10. |
| **Refineries—** | | |
| China Sugar | $100 | $235, sellers |
| Luzon Sugar | $100 | $6. |
| **Mining—** | | |
| Charbonnages | Fcs. 250 | $490. |
| Raubs | 18/10 | $6, sellers |
| **Docks Etc.—** | | |
| H. & W. Dock | $50 | $220, buyers |
| H. & K. Wharf & G. | $50 | $115, sales & sel. |
| New Amoy Dock | $6¼ | $27½, sellers |
| S.C.F., Boyd & Co., Ld. | Tls. 100 | Tls. 176. |
| **Land and Building—** | | |
| Hongkong Land Inv. | $100 | $148, sales |
| Kowloon Land & B. | $30 | $39. |
| West Point Building | $50 | $60, sellers |
| Hongkong Hotel | $50 | $137, buyers |
| Humphreys E. | $10 | $12.75, sales |
| | $2½ | $5, sellers |
| Shanghai Land | $50 | Tls. 120, buyers |
| **Cotton Mills—** | | |
| Ewo | Tls. 50 | Tls. 25, sellers |
| International | Tls. 75 | Tls. 20. |
| Laou Kung Mow | Tls. 100 | Tls. 32½. |
| Soychee | Tls. 500 | Tls. 160, sellers |
| Hongkong | $10 | $10½, buyers |
| **Companies—** | | |
| Alhambra, Ld. | $500 | $100, buyers |
| Bell's Asbestos E. A. | 12s. 6d. | $5½. |
| Campbell, Moore & Co. | $10 | $40, buyers. |
| China-Borneo Co., Ld. | $12 | $12, buyers |
| China Prov. L. & M. | $10 | $9½, sales & buy. |
| Dairy Farm | $6 | $25, buyers |
| Geo. Fenwick & Co. | $25 | $47, sellers |
| Green Island Cement | $10 | $32½, sellers |
| Hongkong Electric | $10 | $15, buyers |
| | $5 | $9. |
| Hongkong & C. Gas | £10 | $160, sales |
| H. H. L. Tramways | $100 | $300. |
| Hongkong Ice | $25 | $255, sales |
| Hongkong Rope | $50 | $140, buyers |
| Hk. Steam Waterboat Co. Ld. | $10 | $21, buyers |
| | | $20. |
| Philippine Co., Ld. | $10 | $9½, sellers |
| S. & H. Dyeing & C. Co., Ld. | $50 | $50. |
| S. China Morning Post | $25 | $17, sales & buy. |
| Tebrau Planting Co. | $5 | $1½, buyers |
| China Light and Power Co., Ld. | $10 | $10, sales & sellers |
| Steam Laundry Co., Ld. | $5 | $7, buyers |
| | $3 | $4, sellers |
| United Asbestos | $4 | $9½, buyers |
| Do. | $10 | $180. |
| Watkins, Ld. | $10 | $9½, buyers |
| Watson & Co., A.S. | $10 | $13.75, sellers |
| | | $12½, sales |
| William Powell, Ld. | $10 | $11, sellers |

VERNON & SMYTH, Brokers

### HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.
On and after 1st October, 1904.

WEEK DAYS.

6.45 a.m. to 7.00 a.m. ...Every 15 minutes.
7.30 a.m. to 8.00 a.m. ...Every 10 minutes.
8.00 a.m. to 8.30 a.m. ...Every 15 minutes.
8.30 a.m. to 9.30 a.m. ...Every 10 minutes.
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12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

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9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 1[illegible] a.m. ...Every 10 minutes.
12.00 noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
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### HONGKONG TIDE TABLE.

From 10th to the 16th November.

| Day of Week. | Day of Month. | High Water: Hongkong Mean Time (h. m.) | Height (ft. in.) | Low Water: Hongkong Mean Time (h. m.) | Height (ft. in.) |
|---|---|---|---|---|---|
| Thurs. | 10 | m 11 41 | 5 5 | m 4 40 | 1 4 |
| | | 10 23 a | 7 8 | 3 57 a | 3 7 |
| Fri. | 11 | 0 32 a | 5 2 | m 5 33 | 1 6 |
| | | 10 55 a | 7 6 | 4 20 a | 4 0 |
| Sat. | 12 | 1 28 a | 5 0 | m 6 10 | 1 8 |
| | | 11 27 a | 7 3 | 4 51 a | 4 2 |
| Sun. | 13 | 2 40 a | 4 8 | m 7 0 | 2 1 |
| | | | | 5 28 a | 4 5 |
| Mon. | 14 | m 0 3 | 6 0 | m 8 6 | 2 4 |
| | | 4 2 a | 4 9 | 6 15 a | 4 8 |
| Tues. | 15 | m 0 51 | 6 4 | m 9 10 | 2 0 |
| | | 5 40 a | 6 1 | 7 57 a | 6 0 |
| Wed. | 16 | m 1 59 | 6 0 | m 10 11 | 2 9 |
| | | 5 58 a | 5 4 | 10 23 a | 4 8 |

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